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Coach and Bus Week

The PSV industry's news weekly • 1 June 1996 • Issue 220

**TACHO SPEED
PROBE**

**Rapsons faces
279 allegations**

**JAILLED FOR
9 MONTHS**

**Operator had no
O-licence**



**IT'S
SPANISH
STYLE**

EXCLUSIVE!
IVECO BEULAS ROAD TEST

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CARLTON

S E C O N D T O N O N E

SJ SUPERDEAL



Scania Elite K113 Plaxton Paramount 3500, 1992, 7 speed manual GR801 comfort shift gearbox, ABS, road speed governor, variable top speed limiter, exhaust brake, kneel facility, ferry lift, autolube, electric retarder, Webasto heating, inswinging entrance door. Central continental door, centre toilet, half rear emergency door, 3 roof vents, forced air ventilation, aircraft lockers, crew compartment, grey moquette, 49 reclining seats, centre gangway carpet, double glazed, side curtains, rear curtains, side blinds, aluminium wheels, Blaupunkt radio/PA system, repainted white 2 pack. MoT 13.09.96.

SJ SUPERDEAL

Volvo B10M Mk II Van Hool Alizee, 1989, 273 BHP, ZF 6 speed S690 manual gearbox, Telma retarder, exhaust brake, autolube, road speed governor, variable top speed limiter, ferry lift, plug entrance door, half rear emergency exit, double glazed side windows with blinds, rear screen curtains, Ishringhausen drivers seat, courier seat, 53 reclining seats, Radiomobile radio/PA system, 3 roof air vents, forced air ventilation. Choice of 3, retrimmed and repainted white. Variable MoTs.

SJ SUPERDEAL

Volvo B10M Jonckheere P90, 1983, 58 reclining seats plus courier, TV/video. MoT 22.03.97.

SJ SUPERDEAL

Volvo B10M Mk III Van Hool Alizee, 1991, 273 bhp, ZF HP5000 automatic gearbox, internal retarder, ABS, road speed governor, variable top speed limiter, autolube, ferry lift, kneel facility, plug entrance door, centre continental door, half rear emergency exit, double glazed side windows with blinds, rear screen curtains, Ishringhausen drivers seat, courier seat, crew compartment, 49 reclining seats, **lap belts**, brown/orange moquette, mid section servery/fridge, toilet, Radiomobile radio/PA system, 2 roof air vents, forced air ventilation. Choice of 2 brown/orange, repainted white 2 pack. Variable MoTs.

SJ SUPERDEAL

DAF Van Hool LD SB2300, 1990, ZF 6 speed Splitter gearbox, 49 reclining seats, centre continental door, toilet, servery unit, double glazed, curtains, TV/video, radio/PA/cassette, interior brown/orange, exterior white/green. New MoT.

SJ GOLD DEAL

Toyota Caelum, 1990, 26 seats, boot, curtains, power door, radio/PA/cassette, interior red/grey, exterior silver/grey. MoT 09.10.96.

SJ SUPERDEAL



Volvo B10M Mk II Van Hool Alizee, 1990, ZF 6 speed S690 manual gearbox, Telma retarder, autolube, ferry lift, road speed governor, variable top speed limiter, exhaust brake, Webasto heating, plug front entrance door, centre continental door, half rear emergency door, centre toilet, crew compartment, 49 roof vents, forced air ventilation, Ishringhausen drivers seat, courier seat, 49 reclining seats, brown moquette, double glazed, side blinds, rear curtains, Radiomobile radio/PA system. MoT 01.10.96.

SJ SUPERDEAL



DAF SB3000 Van Hool Alizee, 1989, 49 seats, Webasto, drivers bunk, double glazed, foot rests, seat back nets, water boiler, fridge, curtains, carpets, wired for TV and video, sunken centre toilet, continental door, repainted white 2 pack. MoT 09.12.96.

SJ SUPERDEAL

Leyland Tiger Plaxton Paramount 3500, 1987, 6 speed ZF gearbox, 51 reclining seats plus courier, grey/red moquette, maroon curtains, double glazed, o/s rear continental door, o/s toilet, TV/video, radio/PA, drinks, fridge. MoT 22.02.97.

SJ SUPERDEAL

Leyland Tiger Van Hool (H) Alizee, 1985, ZF 6 speed gearbox, 48 reclining seats and courier, TV/video, red/orange moquette, n/s floor mounted toilet, rear floor servery, fridge, (no continental door). MoT 01.03.97.

SJ SUPERDEAL



Scania K112 Plaxton 4000, 1985, 72 reclining seats, courier seat, toilet, drinks, repainted white 2 pack. MoT 28.01.97.

SJ SUPERDEAL



Setra Tornado 215 HD, 1982, MAN engine, ZF 7 speed gearbox, Voith retarder, 49 reclining seats & courier seat, centre sunken toilet with continental door, Webasto heating, Sutrak air conditioning, servery unit with water boiler, front mounted fridge, radio/PA/cassette system, 2 TV monitors and video, drivers bunk, drivers door with wardrobe and central locking, retrimmed and repainted white. MoT 06.12.96.

SJ SUPERDEAL

Leyland Royal Tiger Van Hool Alizee, 1986, 49 reclining seats plus courier, grey/red stripe moquette, double glazed windows, Telma, orange curtains, TV/video, o/s centre continental door, o/s centre sunken toilet, provision for bunk, (new engine 3 months ago). MoT 05.03.97.

SJ SUPERDEAL

Leyland Leopard Plaxton Supreme, 1982, 53 reclining seats, power door, brown stripe moquette, orange curtains. MoT 09.12.96.

SJ SUPERDEAL



Renault S56 Perkins, 1987 & 1989, Allison automatic gearbox, Alexander body, 25 seats and 8 standees. Long MoTs.

SJ SUPERDEAL



Leyland Tiger L10, 1989, Alexander service bus bodies, Cummins L10 ZF automatic, 55 seats & 24 standees, painted white. MoT 30.08.96.

SJ UPDATE

New Neoplan Deals
from immediate stock or new build

Neoplan Skyliner

V8 Twin Turbo Mercedes 381 bhp,
77 seats and crew – air conditioning.

Neoplan Cityliner

V8 Twin Turbo Mercedes 381 bhp
49/50 seats and crew – air conditioning.

Neoplan Jetliner

Mercedes V6 290 bhp
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SJ SUPERDEAL

Leyland Tiger 245 Plaxton Paramount 3500, 1983, ZF 6 speed gearbox, 49 reclining seats & courier seat, rear sunken toilet, continental door, radio/PA/cassette. MoT 26.12.96.

SJ SUPERDEAL

Leyland Tiger 245 Plaxton Paramount 3500, 1983, ZF 6 speed gearbox, 49 reclining seats & courier seat, rear sunken toilet, continental door, radio/PA/cassette, exterior 2 tone brown/grey. MoT 22.03.97.

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Precious cargo

A PRESENTATION to a Norwegian coach driver in the unlikely surroundings of Budapest's splendid Opera House brought a lump to the throats of every operator present.

The occasion was the opening ceremony of the 25th World Congress of the International Road Transport Union attended by representatives from more than 30 countries worldwide. As the VIPs paraded on stage and made their very serious contributions to the essential debate on the importance of road transport in a strategy of sustainable development, the spot lights turned on the IRU's Grand Prix d'Honneur award.

It was very fitting that, despite the far reaching nature of the presentations, the focus of the congress should turn on those who are the kingpin in any coach and bus operation.

It's not just in Britain that drivers are the true interface with the travelling public and the importance of their role was given worldwide recognition in Budapest.

You may be tempted to think that there is nothing remarkable about that observation, but this year's Grand Prix d'Honneur award was particularly poignant.

The driver in question had saved the lives of two young passengers when his coach was involved in an accident.

However, when the inter-

preter asked him if he had any hesitation in risking his life, the reply brought spontaneous applause from the audience. He said: "When their grandfather left the two children with me, he asked me to take good care of them."

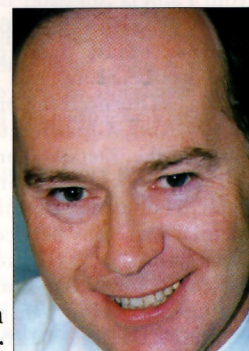
It's a scene replicated thousands of times throughout the world, holding coach and bus drivers in a very special position and underlining the fact that their cargo is very precious.

Passengers, and our relationships with them, single out this industry from any other.

Consequently, it makes a nonsense of any suggestion that operators and/or their drivers can afford to be reckless or irresponsible. How can they?

Once you realise that seated on your coach you have sons, daughters, fathers, mothers, grandfathers and grandmothers, you just have to take care.

What that Norwegian driver did was a natural reaction of a caring driver - he took good care of his passengers.



Mike Morgan
Editor

events

5-6 June: Natural Gas Vehicle Association Biennial Conference & Exhibition, Heritage Motor Centre, Gaydon. Details on 0171 388 7598, fax 0171 355 5099

7-9 June: Engine Remanufacturing Exhibition, International Exhibition Centre, Castle Donington Race Circuit, Derbyshire. Details, tel or fax 01424 883110/ 882702

10 June: One-Day CPT members-only Conference on Disability Discrimination Act, Royal Academy of Engineers, 29 Great Peter Street, Westminster. To be opened by local transport minister Steven Norris MP. Details from CPT on 0171 831 7546

18-19 June: EUR NAV 96 — Vehicle Navigation Location and Control conference, The Church House Conference Centre, Dean's Yard, Westminster, London SW1P 3NZ. Details, The Director, The Royal Institute of Navigation, 1 Kensington Gore, London SW7 2AT, tel 0171 589 5021, fax 0171 823 8671

20 June: Buses Worldwide annual general meeting, followed by Steve Guess illustrated talk on 'Sydney Independents'. Fred Talent Hall, Drummond Street, London NW1, 7pm. Details from Ian Johnston, 3 Cypress Drive, Fleet, Hants, GU13 9HE

20 June: New Opportunities for Transport in Rural Britain. One-day course organised by Oxford Brookes University School of Planning to be held at Moreton in Marsh, Gloucestershire. Details from Pamela Simpson on 01865 484876, fax 01865 484884, email pasimpson@brookes.ac.uk

30 June: Thornycroft Centenary Run, Chiswick to Basingstoke. Details from Gary Wragg, senior convener, Hampshire County Council Museums Service, Chilcomb House, Chilcomb Lane, Bar End, Winchester, Hampshire SO23 8RD. Tel 01962 846304

Obituary

Alec Head dies at 63



Alec Head: will be missed

ALEC Head of Reliance Coaches (Alec Head) of Lutton, Peterborough, died after a heart attack on 23 May. Alec had been ill with a heart condition since 24 April, but had seemed to be making a good recovery. He would have been 64 in June.

Alec was a well known and respected member of the UK coaching fraternity. He was a long-standing supporter of the UK Coach Rally and had taken part every year since 1984.

Last year his latest fleet addition driven by his son, Tony, won the Best Van

Hool and Top Touring Coach trophies.

From one Commer two-stroke 30 seater in 1954, Alec built his business up to 24 vehicles, running school contracts, private hire and Continental tours and employing 28 staff.

He leaves behind a son, Tony, a daughter, Sandra, and wife June. His brother Ivan will also help to continue the company's coaching traditions.

Alec Head will be sadly missed by all his family and his many friends - inside and out of the UK coach industry.

Coach and Bus

Rapsons al in tacho sp

Inquiry will examine 302 alleged

by Frank Forster

RAPSONS Coaches and Scottish Citylink were facing an Inverness public inquiry on 30 May as CBW went to press over a combined total of 302 alleged speeding offences — 279 of those allegedly committed by Rapsons while it was operating on behalf of Scottish Citylink.

The alleged offences are a result of a January Vehicle Inspectorate check on tachograph charts for October and November 1995.

Scottish traffic commissioner Michael Betts

will consider Rapsons Coaches under the provisions of Section 17 of the Public Passenger Vehicles Act 1981, the ultimate penalty being O-licence revocation.

Scottish Citylink and Rapsons Coaches will also be considered under the provisions of Section 26 of the Transport Act 1985 relating to the operation of local services.

A Scottish Citylink spokesperson told CBW that, "with the public inquiry coming up, the

Bus

Sprint minis display Derby's new livery

DERBY City Transport is using its first Walter Alexander Sprint minibuses to roll out its new City Rider livery, which is being applied to all of its routes as part of a general upgrading of service quality.

Ten Sprints, based on Mercedes 709D chassis, are replacing first-generation minibuses in Derby's

120-strong fleet.

"We run a small number of minibuses on selected city services, generally in areas which bigger vehicles would not be able to penetrate," said general manager Phil Booker. "The oldest of these will soon have completed nine years in service and are due for replacement.

"We wanted to offer our passengers vehicles which provided higher standards of comfort and improved ride quality. The Alexander-bodied Mercedes is unique among small buses in being aluminium framed, which we believe offers benefits in durability and reduced maintenance."

Bus

Glenstuart liquidated

WOLVERHAMPTON bus company Glenstuart Travel has been forced into liquidation with the loss of 11 jobs. With premises in the Four Ashes industrial estate, Glenstuart was forced to close because of what liquidators BDO-Stoy Hayward in Wolverhampton described as "financial constraints."

A BDO-Stoy Hayward spokesman said: "The liquidator is currently assessing the position of the company. The company's oper-

ator's licence ceased to be valid on liquidation."

Former competitor West Midlands Travel has now started to run its own services on routes in the Pendeford area of Wolverhampton previously covered by Glenstuart with its seven buses. The route numbers are 504, 505, 506 and 507.

Phil Bateman, for West Midlands Travel, said: "They were a small independent firm with a good reputation."



nd Citylink peed probe

speeding offences after VI check

company feels it inappropriate to comment any further on this matter," but local press reports have claimed Citylink was reviewing its association with Rapsons and stressing the alleged offences involved coaches and drivers belonging to Rapsons while it was carrying out Citylink contracts.

Glasgow-based Citylink does not own any coaches nor employ any drivers and it is the first time it has been called before a public inquiry.

Rapsons is one of the biggest family-owned

coach and bus operators in Scotland and has run various bus services for a number of years on behalf of Scottish Citylink, including Inverness to Thurso, Inverness to Edinburgh and Inverness to Glasgow. Based in Inverness, Highland, it operates 30 coaches and half a dozen buses.

A spokesman said: "The tacho examination was six months ago. In December before we knew about this we put every vehicle in the fleet back to 65 mph on the limiters. Since then



Scottish Citylink: the first time that it has ever faced a public inquiry

we've been sending away tacho discs for analysis to Trutac in Coventry once a month. We have internal checks weekly, a far stricter regime, and we're confident the problem has now been resolved.

"Citylink is obviously disappointed since it's the first time they've faced a public inquiry and we're disappointed,

too, because, as far as I'm aware, it's the first time Rapsons has faced one, certainly in the years I've been with the company and certainly the first case of its kind that we've heard of."

● Rapsons has been named as one of SAGA's 'Top Five Coach Companies' based on questionnaires completed by

SAGA holidaymakers throughout the whole of 1995. Top award went to Terraneau's Tours of South Molton in Devon; also listed were Kingdoms Tours of Tiverton, Den Caney Coaches of Bartley Green, West Midlands; and Primrose Coaches of Hayle in Cornwall.

■ Questions & Answers, page 18

▼ Coach and Bus

Final Offa

MIDLANDS coach and bus firm, King Offa Travel, has gone into voluntary liquidation. Midland Red North has taken over its local bus service and other firms have taken over contracts. King Offa, of Stretton Heath, Westbury, Shropshire, has ceased trading and given Shropshire County Council just 24 hours notice of closure.

A council spokesman said other firms had been found to take over the routes and there would be no interruption of service. Midland Red is now operating the local service between Roden and Telford.

▼ Bus

Cowie's number-one London slot is challenged by the Go-Ahead Group

GO-AHEAD Group will more than double its market share in London when its proposed £46.1 million takeover of London General goes through later this month.

Go-Ahead already owns London Central and the addition of General will lift its market share from eight per cent to 18 per cent. Cowie Group also holds 18 per cent and Stagecoach holds around 17 per cent.

"London General operates

one of the largest route networks covering south west and central London and Surrey, having retained the majority of its routes after retender and won 13 new routes from other operators," said Go-Ahead chairman, Sir Michael Straker.

London General is headed up by Keith Ludeman and owned by the management and employees, who bought it out of London Transport ownership in November

1994 for £28.5 million. It runs 630 vehicles and employs 1,800 staff. In the year to 31 March 1996, it made an operating profit before exceptionals of £7.67 million on turnover of £52.83 million.

The takeover is being partly funded through an open share offer and cash. It will be up for ratification at an extraordinary meeting of shareholders on 16 June.

● Go-Ahead school campaign p12

▼ Coach

Charterplan transfer complete

HULL-BASED EYMS group completed the transfer of undertakings agreement at the end of last week and has now purchased the Charterplan coach business, and its 27 coaches, currently based at Stagecoach Manchester's Charles Street depot in Stockport.

Charterplan will become part of the EYT operation, which has recently expanded with the acqui-

sition of Hollings Coaches of North Shields, and a group livery and "Charterplan Manchester" fleet-name is being introduced.

Around 35 full-time and seasonal drivers have transferred to the new business, but most admin staff have stayed with Stagecoach Manchester. The company's Brentford-based operation in London is "under review."



News

Why is Go-Ahead buying London General and how is it going to pay for it? How many buses will that give it in London and what are its plans for the future. Which municipal bus operator is up for sale and why is it being sold? What is Stagecoach saying about the MMC and what is it doing about its actions? What campaign is it staging and who else is it talking to? What changes have taken place in

Portsmouth and how many buses are running there now? Who is in the running to buy the Docklands light railway and when will it be sold?

Plus

Get the inside story on the other bus companies operated by West Midlands Travel in our in-depth analysis and find out just what London Transport is doing to stop drivers getting the hump.

Fill in the subscription form now on page 51

In brief

Parts service

MULTIPART has launched a new all-makes parts service for bus silencers and exhausts. Similar all-makes parts services for bus shock absorbers, road springs, radiators and fuel tanks are already available from the Chorley-based distributor.

Palace pair

Brian Souter and Ann Gloag — the brother and sister team behind the Stagecoach group — stayed at the Palace of Holyroodhouse in Edinburgh as guests of the Princess Royal. They were among a number of guests invited to the palace during the Church of Scotland General Assembly, at which the Princess Royal was acting as Lord High Commissioner and the Queen's representative.

Smokers fined

OVER the last year more than 100 passengers have been prosecuted by West Midlands Travel for smoking on its buses. The action follows WMT's Bus Watch initiative in May 1995. Fines handed out last month to nine people ranged from £46 to £75, plus costs of up to £75.

Hard labour

FOUR young graffiti artists caught 'tagging' a Cowie Leaside Bus were given two days hard labour cleaning vandalised buses as a punishment and an alternative to legal action. The youths, who cannot be named for legal reasons, were caught 'red handed' by a plain clothes bus inspector working for Cowie Leaside's recently formed anti-graffiti squad.

Training deal

AN agreement has been reached with the Institute of Road Transport Engineers and British Bus that all existing and future Modern Apprentices employed within the group will be sponsored and registered as a Student Modern Apprentice of the Institute.

▼ **Coach**

Man jailed for running an unlicensed coach company

Couple ran tour to Switzerland and regular shuttle to Poland

By Michael Jewell

RONALD Long was jailed for a total of nine months after admitting a series of offences connected with the running of an unlicensed coach firm.

Wolverhampton Stipendiary Magistrate Ian Gillespie heard the company had run a tour to Switzerland and undertaken a regular shuttle service to and from Poland.

He sentenced Mr Long to three months jail with an additional six months as he was in breach of an 18-month conditional discharge sentence for fraudulently obtaining DSS benefit. Mr Long's wife, Janet, was given a conditional discharge for 12 months and ordered to pay £500 towards the costs of the prosecution.

The Longs, of 4 Tithe Road, Wednesfield, West Midlands, jointly pleaded guilty to four offences of using a vehicle without an O-licence.

Ronald Long also pleaded guilty to two offences of making a false statement to obtain a driving licence, one offence of using a document with intent to deceive, and two offences of obtaining a pecuniary advantage by false representation. Janet

Long also pleaded guilty to two offences of possessing a document with intent to deceive and two offences of making a false statement.

Prosecuting for the Vehicle Inspectorate, Beverley Bell said they were talking about a deliberate attempt to set up a false coach company. In October 1993 Ronald Long made an application for a PCV driving licence and failed to declare he had previous convictions. He made a further application for a duplicate licence in June 1994, again failing to declare his previous convictions. Had those convictions been referred to he would never have been granted a licence.

In April 1994 Sted Wallen, trading as Supreme Travel Club, made an application for an O-licence with Ronald Long signing the application as transport manager. The application was refused. In October 1994 Ronald Long, trading as Supreme Leisure, contacted Greenhouse Lane Leyland DAF, saying he had purchased a coach and he wanted a maintenance agreement. That was a deception, as he had only

hired a coach.

Without that agreement, application could not have been made for an O-licence. Initially payments were made in cash. Eventually, Mr Long was given a credit account but payments fell into arrears and the contract was terminated by Leyland DAF.

In October 1994 Albert Loines placed an advertisement in *Coach and Bus Week*, offering a coach for sale or hire. Mr Long approached him to hire the coach and an agreement was reached. The first cheque did not clear. Payments were then made in cash, but the payments ceased and the coach was repossessed.

In November 1994 Janet Long made an application for an O-licence, with a declared operating centre at Greenhouse Lane Leyland DAF Willenhall. That company had no knowledge of that. The application was signed by Ronald and Janet Long, and again no convictions were declared. Neither was the fact Ronald Long had been made bankrupt declared. That application was also refused.

One of the Longs' first customers was Astons

Coaches. John Hackett, its transport manager, was looking to sub-contract some of his work. The Longs did a tour to Switzerland and they were paid £2,000 for the job. Mr Long took a regular shuttle service to and from Poland on behalf of Acord International without the necessary authorisations.

In error, an O-licence disc in the name of Ronald J Paul L and Michael Faherty was left in a coach when the vehicle was returned to Mr Long in November 1994. Despite phone and written requests, the disc was not returned until legal action was threatened in March 1995. Mrs Long had a photocopy of that disc. In May 1995 the company carried out a number of school journeys for Hills Tours using the copy disc.

To get an O-licence, said Mrs Bell, in 1990 Ronald Long applied for membership of the Institute of Transport Administration saying he was a director of Guernsey Grey which had been struck off the register of companies in September 1989. In fact Ronald Long had never had any involvement with that company.



New vehicle meets all Euro safety legislation

▼ **Bus**

Citroën safety mini

A NEW Citroën Relay 1800 17-seat school minibus, which meets all relevant current and proposed European safety legislation, is now available through Citroën Relay specialist dealers. This conversion is carried out by Clay Cross-based Advanced Vehicle Builders — and has been tested and certified to M2 safety standards at MIRA.

Seatbelts are tested and certified to ECE 16:04 and EEC/77/541 and the seats' integral seatbelt anchorages meet ECE 14:03 and EEC/76/115 standards.

A 15-seat Relay is also available, as is a 12-seat short-wheelbase Relay 1000/1400s.





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OPTIMUM, THAT'S OPTARE

The Wanderer

SUNDAY buses linking Worcester with the beautiful Wye Valley are set to return for the Summer season following a successful trial service in 1995. Hereford & Worcester County Council has awarded a subsidy contract to George Young's Coaches of Newent to operate the Wye Valley Wanderer service.

Quality award

THE bus division of the Kowloon-Canton Railway Corporation has become the first operator in Hong Kong to gain ISO 9002 certification with no non-conformances. The certification covers the provision of bus services and maintenance of the KCRC bus fleet.

Travel scheme

A NEW travel scheme for the elderly and disabled is now operating in five Hampshire districts. The first stage of the Hampshire Countrywide Concessionary Fares Scheme, known as Farepass, provides half fare travel on all of the county's bus services, including destinations outside the county.

Police deal

POLICEMEN can henceforth ride free on all MTL bus routes beginning or ending in Merseyside. The initiative, which follows on from a successful scheme for on-duty officers in south Liverpool, is designed to reassure ordinary passengers as well as to deter troublemakers, according to a company spokesman.

CPT booklet

SOUTHPORT & District Buses has launched a new bus route which links up all the resort's favourite spots. Called the Southport Town Circular, the service is a response to businesses in the town which wanted a link between railway station, promenade, the shops and other tourist attractions.

Coach

Top of the profs

Travellers heads the league in profits for coaching

By Mark Barton

TRAVELLERS Coach company is the fifth most profitable coach or bus company in the UK, according to the latest *Business Ratio Plus* report.

The report, published by ICC of Hampton, Middlesex, analyses and compares the financial performance of 129 leading UK coach and bus operators over the three years to April 1995.

Both the turnover and pre-tax profit of the average coach and bus company listed in the report increased in 1994/95.

Sales rose by five per cent. More surpris-

TEN MOST PROFITABLE COACH AND BUS COMPANIES

	Margin %		
	94/95	93/94	92/93
PMT	23.1	6.3	5.4
Teesside Motor Services	21.5	20.9	20.6
United Automobile Services	20.0	6.6	9.9
Ensign Bus Services	19.3	16.5	15.6
Travellers Coach Co	18.0	1.5	-
Scottish Citylink Coaches	16.6	4.1	6.4
Tees & District Transport Co	16.2	17.8	11.9
Southend Transport	15.7	3.5	-6.3
Wellglade	15.1	13.5	12.8
Park of Hamilton	14.7	11.9	2.2

ingly, pre-tax profits were up by a staggering 40 per cent.

In the bus business, ICC says this impressive growth was due not to an increase in demand for services, but rather to a change in structure in the industry. The wave of

acquisitions has reduced the number of companies in the market and operating costs have fallen substantially.

No comment is offered on the coach business, but ICC's Top Ten most profitable companies by profit margin in

1994/95 includes no less than three coach operators. Travellers' margin of 18 per cent, on sales of £3.15 million, is enough to claim fifth place.

Just behind Travellers, in sixth position, is Scottish Citylink with a profit margin of 16.6 per cent on sales of £11.52 million. And propping up the table in tenth position is Parks of Hamilton, with a margin of 14.7 per cent on sales of £5.36 million.

● *Business Ratio Plus - Bus and Coach Operators* is available from ICC Business Publications, Hampton, Middlesex TW12 1BR, tel 0181 783 0922. Price: £249.

Bus

DAF SB220 goes LPG

THE first low-floor DAF SB220 bus with an LPG-powered engine is expected to be running in service in the UK by this Autumn.

The chassis is currently at DAF's Eindhoven factory, but is expected to be delivered to Northern Counties for bodying soon. The finished vehicle will have a step height of 320mm, but most UK interest will be centred on its LPG-powered GG 170 engine.

Although small in world terms, DAF is probably the biggest manufacturer to adopt LPG as its contender in the developing alternative fuel market. Most major players - Cummins and Volvo most visible among them - have thrown their weight behind Compressed Natural Gas (CNG) technology.

"As far as LPG goes, I think DAF is ahead of its competitors," said DAF Bus International's Eindhoven-based UK sales manager, Andrew Allsop. "With the multi-point injection system that we use instead of vaporisers, we are the first to offer what can be called the second generation in LPG engines."

DAF claims that injecting LPG and igniting it by electronically-controlled sparkplugs brings reliability and serviceability levels up to the standard of diesel engines. First DAF engine to get the LPG treatment was the 11.6-litre unit, which was announced a year ago and shown at the 1995 NEC show. There are now around 12 buses powered by that engine in everyday operation in the Netherlands. The LPG tanks are mounted below the floor.

The LPG engine in the low-floor SB220 is a conversion of DAF's compact 8.65-litre engine, designated the GG 170 LPG. It is mounted horizontally at the rear. The two 300-litre tanks are designed to be roof mounted.

The exact spec of the GG170 LPG is not yet available, but it is understood to produce 232 bhp at 2,000 rpm and 940 Nm/694 lbf ft of torque at 1,200 rpm. DAF claims an emission level "significantly better than Euro 2," absolutely no acceleration smoke and half the noise of a conventional diesel.



DAF Bus: forefront of LPG technology

**Low Floor
Bus Experience**

1993

1994

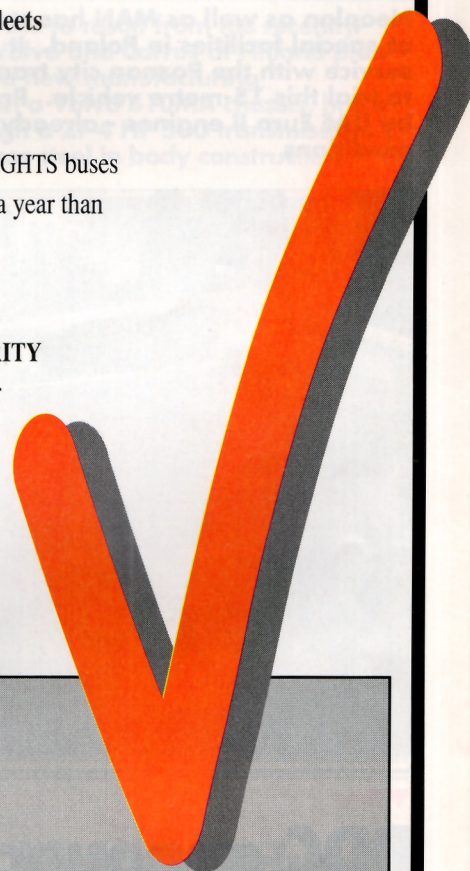
1995

1996

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Neoplan as well as MAN has started assembly of certain models at special facilities in Poland. It already has several vehicles in service with the Poznan city transport undertaking, which is about to trial this 15-metre vehicle. Production vehicles will be powered by DAF Euro II engines - already proven in tough Polish operating conditions

▼ Coach and Bus

Out with the

...and well-known Western manu

by Bill Godwin

WITH passenger transport by road playing an increasingly important role in the Polish economy - said to be the fastest growing of all former East Bloc countries - European coach and bus builders are making a major contribution to the renewal of antiquated and outworn vehicle fleets.

The recent Motor Show at Poznan revealed the extent to which many of the well-known names in the PCV sector, notably MAN, Scania and Volvo,

have already become firmly established in local assembly operations.

The Poznan show also attracted a number of midibus specialists with exhibits from Japan and Turkey. DAF confirmed co-operation with Neoplan in Poland initially involving the supply of Euro II power units for 40 city buses to be built for Poznan Transport.

This order was largely influenced by the



Along with arch-rival Volvo, and MAN, Scania has become firmly established in local Polish bus assembly operations. Its PCV exhibits at the recent Poznan Show included a DAB-built inter-city bus and a Polish-assembled MaxCi three-door vehicle lauded as the 'ecological bus'



A rare appearance of the Isuzu MD 27 L midicoach at the Poznan Show was of particular interest to visitors from the UK where assembly of light Isuzu chassis is to start soon at Leyland. The exhibit at Poznan, powered by a 3.9-litre diesel engine of 98 bhp, is designed for a gvw of 6,535 kg and has 27 seats in an overall length of 6.9 metres.

▼ Bus

RDC announces £1.25m aid for rural transport

MORE money and a widening of the range of help available to assist rural transport schemes has just been announced by the Rural Development Commission.

Funds available through the Rural Transport Development Fund (RTDF) are being increased by over 40 per cent to £1.25 million this year. Improvements to the scheme now allow for:

- Help to be given to transport services provide pri-

marily for the benefit of particular client groups such as the elderly, disabled or young

- Help with the conversion of community buses to allow people with disabilities to use them

- Waiting points of bus shelters in rural areas

Assistance can now be given to public sector or charitable organisations to make better use of the vehicles they already own. Many organisations such as

schools and hospitals own vehicles which are less than fully used.

The commission can consider proposals to part-fund posts to help such organisations set up services in rural areas. It is expected this will be of interest to Health and Education Authorities to help them make more efficient use of their existing vehicles.

In parallel with these changes, Royal Mail is to increase the number of Post

Bus routes by 20 a year, some of which will be assisted by the fund.

The Rural Development Commission has given over £5.7 million to several hundred commercial and community transport schemes in rural areas since the RTDF was set up in 1986.

- Very few community and voluntary transport schemes cover their costs, according to soon-to-be published research by the

Rural Development Commission. And yet such schemes are vitally important in meeting the transport needs of rural people. The recommendations of the consultants who carried out the research will include the need for community and voluntary transport to be encouraged and supported by local authorities and for a self-help pack for people and organisations thinking of setting up schemes.

old in Poland

facturers are playing a major part

impressive performance of DAF engines in a number of elderly Den Oudsten buses, which were donated to Poland some time ago to alleviate a shortage of serviceable vehicles.

The show also highlighted a shake-up of Poland's indigenous vehicle builders for whom the rough commercial environment of a competitive market economy did not exist until the demise of the communist regime six years ago.

Jelcz, which is now making greater use of Mercedes engines in addition to the power units still built under a 30-year-old Leyland licence, has drawn heavily on western expertise in the development of the first Polish low-floor bus.

Autosan has also turned to western power units for its 10-metre three-door citybus and the recently-launched Lider (pronounced Leader) coach with frontal styling resembling that of Bova.



One of the first 18-metre articulated buses to result from the recently-announced joint venture under which Volvo and Carrus of Finland plan to build around 200 vehicles a year in a new manufacturing facility at Wroclaw, Poland. The bus, on a Volvo B10MA chassis, has a Euro II engine of 210 kW driving through a ZF 4 HP 500 transmission. Extensive use has been made of stainless steel in body construction



Otoyol, of Turkey, has an Iveco licence for the production of small trucks and buses based on the former Zeta range. Using the four-litre Iveco engine of 85 kW and a HEMA six-speed gearbox the M29 midicoach - for 28 passengers - was being offered in Poland at a basic price of around £32,600

Participation by Polish bus and coachbuilder Autosan included the 'Lider' (Leader) coach with its frontal styling owing a debt to a BOVA and the 10-metre type A 10-10 in a three-door version for a total of 70 passengers. Mercedes power units are used in both models with the latter (citybus) costing just under £90,000



Bus

Pete's Travel wins grant from Business Link Sandwell

THE expansion plans of West Bromwich-based private bus company, Pete's Travel, are to be helped by a £48,000 grant arranged by Business Link Sandwell of Oldbury.

Sixteen new members of staff will be appointed thanks to the Human Resource Investment Fund, which will provide up to £3,000 for each long-term unemployed person recruited.

The Employment Service will also assist in the recruitment process itself, selecting suitable applicants and conducting preliminary interviews prior to forwarding candidates

to Pete's Travel for the final selection.

The first approach to Business Link Sandwell for business advice by Pete's Travel's managing director, Kevin Jones, was last April. The company was searching for new premises able to accommodate its growing fleet of vehicles. Business Link helped with the sourcing of the company's new headquarters - they moved in this month.

That original meeting identified several other issues. As a result, Kathy McHugo, Personal Business Adviser at Business Link

Sandwell, put together a package of alternatives for Pete's Travel's Board to consider.

One of the most pressing needs for the company was specialist training for new drivers. A PCV course for trainee drivers was arranged through Sandwell Training Association and an NVQ pilot project is under discussion, possibly with the assistance of Investors in People funding. Eight members of staff have also undertaken training on a customised training course, with a focus on customer service and problem handling training.

An Investors in People presentation heightened awareness of the need to address the broader issues of employees development and the company has since appointed, with the help of Sandwell TEC, a specialist in transport to engage in a diagnostic exercise.

Pete's Travel, which started in 1993 with just two buses and has since expanded its operations to include a fleet of 51 coaches and buses and 67 staff, now has a projected workforce of 79 by the end of the year.

CBW

▼ **Coach and Bus**

RoSPA criticises belts legislation

THE Royal Society for the Prevention of Accidents has criticised the school bus seatbelt legislation for containing a "loophole" which could allow local authorities to use non-seatbelted buses for school transport.

Describing the distinction between a bus and minibuses/coaches as a "loophole" RoSPA road safety adviser, Dave Rogers says buses used on local services are not suitable for belts but he wants local authorities to use operators that have vehicles with belts for all home-to-school transport.

Meanwhile, Kent County Council has scrapped plans to have seatbelts on all school minibuses and coaches by the end of the Summer. KCC has fallen in line with the Government's school transport timetable, making seatbelts compulsory on all minibuses and post-1988 coaches from 10 February 1997. Pre-1988 coaches come within scope after 10 February 1988.

▼ **Bus**

Bid to smash terror attacks

New campaign started in Tyneside by Go-Ahead Group

By Mark Barton

GO-AHEAD group has launched a new campaign to stamp out the rising number of terror attacks and vandalism on buses on Tyneside.

Over the next few weeks, Go-Ahead drivers will be taking buses to primary schools all over the region for special lessons aimed at educating children in bus safety. The move comes after what the company describes as a "series of horrific attacks", with vandals hurling bricks and pool balls at Go-Ahead buses.

Go-Ahead managing director, Paul Matthews, said: "We decided to start this new campaign in schools to show children how dangerous these attacks can



School bus: Coastline's Keith Laidler with pupils Natasha Denny and Sam Gallagher at Meadow Well Primary School

be. The youngsters who carry out these attacks are usually in their teens, but we thought the only way to effectively tackle this problem is to educate children as young as possible.

"We have had an excellent response from schools, who welcome any move to stamp out attacks on buses.

"We have decided enough is enough and some kind of action must be taken for the safety not only of our passengers and bus drivers, but also the children themselves.

"Some of the attacks may seem like a prank to children, but the fact is that lives are at risk. It's time to get our message home and we hope that, by visiting schools, we will do just that."

The Go-Ahead group has a number of companies in the North East, including Coastline, Go-Ahead Gateshead, Northern and OK Travel, VFM and Wear Buses.



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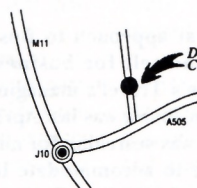
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▼ Licensing

Steed's Mini Coaches has licence revoked

STEEDE'S Mini Coaches' seven-vehicle O-licence has been revoked by Eastern traffic commissioner Brigadier Compton Boyd. However, he has decided not to disqualify partner Maynard Steed from holding a licence, having been told he is retiring from business.

However, the commissioner has warned that, should Mr Steed Senior emerge from retirement, any subsequent application for a licence might have a rough passage.

The firm, of Unit 2, Homefield Road, Haverhill, Suffolk, had appeared before the commissioner at a Cambridge disciplinary inquiry at which he had reserved his decision (*CBW*, 18 May).

In his decision, Brigadier Boyd said the firm had appeared at three previous public inquiries, in July 1990, November 1991 and April 1993. Between June 1995 and April 1996 seven immediate prohibitions, four marked 'S', and one delayed prohibition had been issued for a total of 24 immediate and 14 delayed items.

Four were issued on one day alone, and the latest only two days before the hearing. Seven defect notices were also issued for a total of 48 items. Many inspection records were missing, leaving large unexplained gaps.

One vehicle did not seem to have been inspected for some months and one had no records whatsoever. Where defects had been noted on the records that were available, they had not always been signed off as rectified, and some mileages were not recorded.

In the light of the defects found, it appeared the records were not always an

accurate indication of the condition of the vehicles. Some inspection reports had apparently been withheld by the contractor until he had been satisfied the firm had rectified the defects. There was no proper driver defect reporting system. The initial failure rate at annual test was 68 per cent against a national average of 30 per cent.

For the firm, it had been said some of the defects found were on vehicles not being operated, though it was admitted they were taxed and had current test

'In the light of the defects found, it appeared the records were not always an accurate indication of the condition of the vehicles'

certificates. There had been problems with contractors for the past 10 years, and they had let the firm down. Some of the missing records were due to administrative blunders and a lack of co-operation between the firm and its various contractors.

The repair effort had proved too much for the firm to handle. Things were better when only five vehicles were authorised, the increase to seven proving to be beyond the capacity of the firm. Maynard Steed felt it was time to retire and hand over to his son Paul, who was currently the firm's transport manager. To that end Paul Steed had already applied for a licence for four vehicles.

Brigadier Boyd said he noted this was the fourth time the firm had been called to public inquiry in

six years or so. On each occasion maintenance had been the central issue. Previous penalties had ranged from premature termination and the granting of short-term licences, once for an authorised number less than applied for, to revocation. Maynard Steed did not really seek to contest the criticisms levelled against the firm by the Vehicle Inspectorate. He admitted it had all become too much for him and he intended to retire. He saw the future lying in his son's hands.

In the interests of road safety, a maintenance system must be demonstrably strong, coherent and resilient. In the case of Steeds Coaches, it was none of those things despite three previous public inquiries at which a range of penalties had been imposed.

On each occasion the firm was effectively given another chance to prove itself on the basis there was still some reasonable hope of recovery and improvement. The results of the last nine months had dashed those hopes.

The prohibitions were the end product of a stricken system. If further confirmation was needed, the latest immediate prohibition was issued only two days before the hearing. It followed he had no remaining confidence in the firm's ability to keep its fleet in a fit and serviceable condition, said Brigadier Boyd.

In the interests of road safety, he considered the licence had to be revoked. Having considered the question of disqualification, he had decided against it because he believed that, with Maynard Steed retiring, and because he appeared to be well meaning enough, that additional penalty was inappropriate.

▼ Maintenance

Pupils jump

CHILDREN had been allowed to jump off a school bus that had faulty brakes while it was still moving, a press report alleged. This in turn led to a vehicle examiner being instructed to carry out a maintenance investigation.

A Cambridge disciplinary inquiry followed at which coach operator H Semmence & Co Ltd was told it will have to wait to see what action Eastern traffic commissioner Brigadier Compton Boyd proposes to take against its licence.

The company, of 34 Norwich Road, Wymondham, Norfolk, has a 35-vehicle O-licence. DoT vehicle examiner John Poole told the inquiry two prohibition notices had been issued to the company's vehicles in 1992. He had been instructed to carry out a maintenance investigation after a report in the *Eastern Daily Press* in July 1994 alleged children had been allowed to jump off a school bus that had faulty brakes while it was still moving.

On checking the records for the vehicle concerned, he found a job sheet which showed work had been carried out to the air brakes compressor. Each application of the footbrake would cause the air supply to become more and more exhausted.

It had been wrong for the driver to struggle on with no brakes. The driver concerned had been given a written warning by the company. He examined 12 vehicles issuing one immediate prohibition, three delayed prohibitions and seven defect notices. Two vehicles were satisfactory.

All the vehicles were brake tested and their brakes were found to be working efficiently. A number of the defects should have been reported by the

Inquiry told of



Semmence md admitted

drivers and others should have been found when the vehicles were last inspected. The company was sent a warning letter in August 1994.

Between March 1994 and January 1995 there had

'It had been wrong for the driver to struggle on with no brakes. The driver concerned had been given a written warning by the company'

been four complaints from members of the public about the company's vehicles emitting excessive smoke.

In May 1995 a vehicle was given a defect notice in a school bus check and a second vehicle received a defect notice in another

umped off moving vehicle

Incident that led to probe and possible suspension



...had not monitored driver defect reporting system properly in the past

school bus check in September 1995. A school bus check in June 1995 resulted in three immediate prohibitions, one delayed prohibition and three defect notices being imposed on the company's vehicles. In July 1995 a vehicle was given a delayed prohibition for excess smoke and, at a school bus check in October 1995, one vehicle received an immediate prohibition and another a delayed prohibition.

Mr Poole said he was instructed to carry out another maintenance investigation in October 1995. He examined 22 vehicles, issuing two immediate and four delayed prohibitions, and 11 defect notices. Six vehicles were satisfactory.

He was concerned that two coaches had just met the brake efficiency requirement at 16 per cent when unladen, but would not have met it if they had a full load of passengers.

None of the coaches had exceeded the laid-down inspection period, which at that time had been reduced to three weeks.

Since the warning letter, there had been six immediate prohibitions, eight delayed prohibitions and 19 defect notices with a total of 53 defects. In three cases the prohibitions were not due to a maintenance failure. There were ample maintenance facilities and parking space and adequate maintenance staff. From the defects found, he thought the drivers could not have been thoroughly checking coaches daily.

His final visit had been made at the end of April, said Mr Poole. He partially examined 11 vehicles, concentrating on items that drivers would check. Ten vehicles were in a satisfactory condition. The other vehicle was given an immediate prohibition for a

fractured spring leaf. He would not have expected the driver to have spotted it.

The vehicle was almost due for its next preventative maintenance inspection and he would say there had been no failure in

'Since the warning letter, there had been six immediate prohibitions, eight delayed prohibitions and 19 defect notices with a total of 53 defects'

the maintenance system. There had been a big tightening up on driver defect reporting and a daily nil reporting system was now in use. If the present improvement was maintained, things would be satisfactory in the future. There were no problems over annual

test results and it was unusual for one of the company's vehicles to fail.

Questioned by Adrian Darroch, for the company, Mr Poole said he had not seen the coach concerned in the newspaper report in the condition it was in on the day in question. He could not say whether the vehicle had no brakes.

He agreed the company had written to the county council, saying the driver had admitted he had been in error.

Managing director Timothy Semmence said the drivers had always had a list of items to check. They had now to make nil reports as well as defect reports. The company's fitters were all experienced men and he had every confidence in them. The maintenance system contained all the features in the DoT's *Guide To Maintaining Roadworthiness*.

The vehicles were inspected every three weeks and they also had a system of intermediate checks for such things as wheelnuts, batteries and buzzers. The drivers had signed to say they had received written instructions about their daily responsibilities.

In reply to the commissioner, Mr Semmence said that perhaps they had not monitored the driver defect reporting system as they should have done in the past. The drivers were now much more aware of their responsibilities and he would endeavour to see that they continued to be so. The initial pass rate at annual test was around 98 per cent.

Asked about the school bus incident, Mr Semmence said the driver had found the air was not building up as it should. He was concerned to get the children home before a storm broke and to get round before the air be-

came exhausted, at which time the emergency braking system would have come on.

The driver was concerned as, when he stopped to look at the brakes, some children got off and started to walk home. He was in a dilemma, as he felt that, if he had stopped to await a replacement vehicle, the children would not have waited.

Mr Darroch said it was not denied there had been a problem. However, the vehicle examiner's report in April could not be better. Mr Semmence had clearly got the message. Many areas of defects were a matter of opinion and a

'The drivers had always had a list of items to check. They had now to make nil reports as well as defect reports'

number of the defects listed were disputed.

There was no suggestion of skimping on maintenance. There was no suggestion the funds were not there. There was no suggestion that the staff and facilities were inadequate.

There was no evidence on which the commissioner could draw any adverse inferences in relation to the school bus incident. Overall, there had been two matters in 1992, none in 1993, and in 1994/95 the company was put under the microscope because of the school bus incident.

Reserving decision, Brigadier Boyd said he had no intention of revoking the licence. However, he would consider a possible suspension.

CBW



On-board training: 'we believe all staff should be trained to highest standards'

▼ UK

Skills of customer care

PASSENGERS travelling with Skills Coaches will be assured of an even warmer welcome this Summer now that 120 of the Nottingham company's employees have completed the Welcome Host customer care programme of in-house courses run by the East Midlands Tourist Board.

Delegates on the

one-day seminars learned how to improve their listening skills, sharpen telephone techniques and handle complaints more effectively. The staff members who attended included office staff, drivers, mechanics and coach cleaners.

Nigel Skill, md of Skills Coaches, said: "Our aim is to be the best coach

operator in the East Midlands and South Yorkshire, in every aspect of our operation.

"We firmly believe that training all our staff to the highest standards possible, by helping them to appreciate the importance of their role in the future of the company, will assist us in reaching that aim."

▼ UK

New specialist tours at Harewood House

GROUPS visiting Harewood House, near Leeds, can go on a cook's tour of the restored Old Kitchen as part of the stately home's new Open House programme of specialist tours.

The Old Kitchen dates from the 18th century and visitors can admire the

stonework and vaulted ceiling; and view the Victorian pots and pans and the state-of-the-art range installed in 1929, when Princess Mary, the Princess Royal, moved in.

All Harewood's Open House tours are led by experts and can cover everything from Chippendale furniture and English portrai-

ture, to practical gardening skills workshops.

They include private lunch and other refreshments to order, along with access to all the permanent attractions at Harewood.

Call the Harewood House Trust's Estate Office on 0113 288 6331 for more details.

▼ Worldwide

Over the

Worldwide brochure launched in response

by William Golden

RAINBOW Holidays, the long-haul specialist, has launched an exclusive, worldwide coach touring brochure in conjunction with Sunbeam Tours. *The World of Coach Tours* programme features holidays in New Zealand, Australia, the United States, Canada and Alaska.

Tours range from an eight-day North Island Rambler in New Zealand, travelling from Auckland to Wellington, to a three-week tour of the Canadian Rockies, Alaska and

the Yukon. Highlights of the 21-day tour, which costs from £3,199 per person, include a Sno-coach ride on the Athabasca Glacier and a three-night Alaska cruise on the Sun Princess.

Special offers and discounts are featured in the new programme, including child discounts of up to 25 per cent; free airport transfers, and second tour discount savings of up to £25 per person.

▼ UK

Hotel's UK flagship to open in Manchester

CAMPANILE, the French-owned hotel group, is officially opening its UK flagship property in Greater Manchester, on Wednesday, 5 June. The new hotel, which is just off the Regent Road, in Salford, and a short walk from Granada Studios, has 104

rooms, twice as many as other Campanile UK hotels. Rates for groups of 20 or more paying customers are from £17 per person. The bistro restaurant can seat 100 and offers set menus starting from £5.55.

For more details about opening rates and bookings, contact Campanile's central reservations office for groups on 0181 814 0886.



Rainbow

to demand for more coach touring options

Jane Atkins, sales director for Rainbow Holidays, said: "The launch of the new brochure comes in response to agents' requests for more information on coach touring options. Our current *World of Choice* brochure features just a fraction of what we can offer and, with the increasing popularity of long-distance coach touring holidays, we felt this was the next step in expanding our product range."

Chris Bowdidge, general manager of Sunbeam Tours, said:

"Over the last two or three years, we have experienced record growth in the UK market."

"We have enjoyed a close working relationship with Rainbow and the launch of the *World of Choice Tours* brochure is a logical extension of that relationship, fulfilling a demand for quality coach tours at affordable, competitive prices."

▼ UK

Lifeboat! is launched

A MAJOR new attraction telling the story of the Royal National Lifeboat Institution has been launched at the Historic Dockyard, in Chatham.

Lifeboat! uses 15 historic lifeboats, archive film and interactive displays to tell how, for more than 170 years, volunteer crews have risked their lives to save those in peril on the sea. The lifeboats on display range from the St Paul, an 18th century rowing and sailing craft, to the Edward Bridges, a 52-foot Arun class lifeboat, which served at Torbay from 1975-1994. Visitors also will be able to see the D-class inflatable lifeboat, Blue Peter 111, one of the first inshore lifeboats provided through an appeal by the BBC children's programme. It served at North Berwick from 1967-82.

For more details about opening times and group discounts, contact the Visitor Manager, the Historic Dockyard, Chatham, Kent ME4 4TE, tel 01634 812551. **CBW**



▼ UK

New md for Man Steam Packet Co

HAMISH Ross has been appointed md of the Isle of Man Steam Packet Company, following the takeover of the ferry operator by Sea Containers. Mr Ross, 52, currently manages Sea Containers' existing Irish Sea interests, including the Stranraer-Belfast SeaCat service

and the Port of Heysham. He will retain responsibility for these operations.

Sea Containers is to consolidate all its Irish Sea interests into the Steam Packet Company and intends to provide two, high-speed ferries, one of which could operate a year-round service.



WEATHER

DIESEL PRICES

HOLIDAY POUND

City	Average temperature last week	City	Average temperature last week	Country	Diesel price per litre in Sterling	Country	Diesel price per litre in Sterling	Country	Currency exchange rate	Country	Currency exchange rate
(Courtesy AA Roadwatch)											
Amsterdam	14C/57F	Madrid	13C/55F	Austria	0.58	Luxembourg	0.44	Austria	15.84 Sch/£	Italy	2,306 Lire/£
Athens	27C/81F	Oslo	6F/43F	Belgium	0.54	Netherlands	0.54	Belgium	46.23 BFr/£	Netherlands	2.52 Gld/£
Berlin	22C/72F	Paris	14C/57F	Eire	0.58	Norway	0.74	Denmark	8.74 K/£	Norway	9.72 NKr/£
Brussels	13C/55F	Rome	21C/70F	France	0.53	Portugal	0.47	Eire	0.94 Punt/£	Portugal	232 Es/£
Dublin	6C/43F	Stockholm	4C/39F	Germany	0.48	Spain	0.47	France	7.60 F/£	Spain	187.50 Pta/£
Lisbon	15C/59F	Vienna	23C/73F	Greece	0.43	Sweden	0.65	Germany	2.25 DM/£	Sweden	10.07 SKr/£
Luxembourg	10C/50F	Zurich	12C/54F	Italy	0.61	Switzerland	0.66	Greece	360 D/£	Switzerland	1.84 SFr/£

Retrospective charges?

Q The Vehicle Inspectorate has made an appointment to inspect tachographs. The inspectorate told me it would be looking for speeding offences. Can this be right? Surely you can only be prosecuted for speeding when caught in the act.

BK, Northumberland

a Now that prosecutions for speeding are instituted by virtue of overhead cameras and without stopping the vehicle, I would not regard it as totally impossible for prosecution to be made on the strength of tachograph evidence - especially if it was used to corroborate some other evidence.

Having said that, I have yet to hear of this being done and do not regard it as probable that prosecution for speeding as such is likely.

But tachograph evidence might, for example, be required to support charges connected with speed limiter fitment and correct calibration. Say you had vehicles which you had certified as exempt from needing a limiter by virtue of their maximum speed.

I think the evidence of a disc could upset that and might aid a conviction. The same might apply if a limiter was fitted, but not restricting speed to the legal maximum (whether by tampering or otherwise).

You should also bear in mind: (a) that, to obtain your O-licence, you made a declaration you would ensure the laws relating to the driving and use of vehicles would be observed, and (b) that operators have an obligation to check a suitable sample of tachograph records to discover any non-compliance with the law that they may show, and then take appropriate steps to prevent its repetition. It could be that the VI is monitoring how well you are fulfilling these two obligations.

You, and other readers, should be under no illusions: O-licences are at risk if the operator is turning a Nelsonian eye to his duty to operate lawfully - and tachograph evidence of speeding is likely to be accepted at face value by a traffic commissioner.

I can certainly think of one instance, which went (unsuccessfully) to appeal (RB & D Smith Ltd, 1993 E36) where the operator (who was described as having an impeccably well-maintained fleet, with no financial problems and no convictions) had his licence revoked on the strength of tachograph evidence.

In this particular instance the speeding was deliberate, frequent and very excessive - factors which probably accounted for the decision to totally revoke the licence rather than impose a slightly less painful penalty.

Not getting caught at the time may not mean that a driver, or his employer, has got away with exceeding speed limits. The current 'Kill Your Speed' campaign could conceivably increase the possibility of the enforcement



Questions



Answers

authorities pursuing any action possible to bring speeding offenders to book.

A tender question

Q If an operator puts a bus to DPTAC specification on a commercially-operated local bus service, could the tendering authority make a de-minimis contract payment to support the use of this particular vehicle?

MD, Glos

a No, I do not think that they can - even though a tendering authority might award a contract to other than the lowest bidder for a subsidised service if DPTAC specification vehicles were offered by a higher tenderer.

The de-minimis provisions are there to save tendering authorities from having to go through the process of public tender when awarding small-value contracts to operate services. It often happens (I have certainly done it successfully myself) that an operator will secure a de-minimis contract to either act as 'seed

Questions on coach and bus operation should be sent to: Marksman, c/o Coach and Bus Week, Wentworth House, Wentworth Street, Peterborough PE1 1DS or fax 01733 467154

Marksman will answer more questions on 15 June 1996

corn' on a socially-necessary service he is trying to establish, or to keep alive a service which is teetering on the edge of unprofitability. But the point I am making is that service subsidies (whether gained by tender or through de-minimis negotiation) are about securing services - not improving the quality of vehicle.

However, tendering authorities are empowered under Section 106 of the Transport Act 1985 to make grants towards any expenditure incurred for providing, maintaining or improving any vehicle, equipment or other facilities provided wholly or mainly for the purpose of facilitating travel by members of the public who are disabled.

If you want to make an approach to a local authority for funding for DPTAC specification I would, therefore, suggest you seek a grant under Section 106. I would not imagine you would get anything like the full cost associated with providing DPTAC features as the view is likely to be taken that making a service accessible to the disabled will increase revenue.

Lap-belt disclaimers

Q In view of the risks of abdominal injury being caused by the use of lap-belts, do you think operators should display a disclaimer for responsibility for any injury caused by using them?

DR, West Midlands

a I think I should start this answer with a disclaimer! Because there are so many potential pitfalls and problems yet to emerge from the seatbelt legislation that may well require legal determination, I am most certainly not competent to give authoritative answers.

Subject to that qualification, my opinion is this: for any action in damages to succeed the claimant has to prove negligence by the other party. As far as I am aware, a person cannot be negligent if he is doing something required by law. Consequently, my best guess is that, as long as the belts and their fitment comply with legal requirements, a 'health warning' should not be necessary.

Indeed, I actually think we are more exposed to claims if we do not advise passengers (not just children either) to wear belts if they are fitted.

You may remember the case I mentioned in this column in 1990, *Esterman v South West Thames Health Authority*. Damages were awarded against the health authority when a relative accompanying a patient in an ambulance sustained injury through not wearing a seatbelt.

In that case there were even signs advising their use, but the ambulance driver had failed to do this verbally. We may yet find ourselves having to demand that drivers do aircraft-type safety announcements about seatbelt use before take-off!

CBW



Exercise of will-power

LONDON Central Bus driver John Wise swapped his reasonably comfortable driver's seat for Shanks's pony and walked 65 miles from Bexley Heath to the end of Brighton Pier to raise money for SOS Children's Villages.

Mr Wise personally sponsors an SOS child from a Children's Village in Albania and corresponds regularly — his own children are now grown up. He raised more than £500 through sponsorship from his friends.

"As a bus driver, I spend my

days behind the wheel and I don't really get enough exercise," Mr Wise said. "Some of my friends thought I was taking things to extremes, though."

We couldn't agree more. We suggest London Central provides a subsidised health club for its drivers in future so people like Mr Wise can do their sponsored walks and such like on running machines, knowing they can go for a nice relaxing shower and sauna afterwards instead of dangling their feet off Brighton Pier.

Congrats to a deserving winner

PETER Lavery is one of the latest 'bus millionaires'. What's unusual about that, you may ask? Well, he's a driver from East Belfast as opposed to a management buyout team member who's just sold on an under-taking to one of the big groups.

Mr Lavery, a bachelor, picked up a £10 million cheque, the proceeds of his National Lottery win. He should have

been driving a 59 bus but City-bus laid on a coach to take him and his family to the Europa Hotel to collect his winnings. "I did not think I would be able to retire at 34," he told reporters. Mr Lavery is well known for his community work and last year was given leave to attend President Clinton's investment conference for Northern Ireland in Washington.

CBW



If cars and cabs were banned...

THIS photograph looking towards London's Piccadilly Circus taken by Roger Norman has reminded us of the biggest problem of bus travel — cars and

cabs, of course. Were they to be banned totally from central London, for example, gridlock like this would be a thing of the past. Over to you, Steven Norris.

Over enthusiastic and over here

FOUR coachloads of Americans visited one of Britain's latest tourist attractions. Unfortunately, it happened to be the suburban home of Geoff Price, 45, a toy bus collector in Wednesbury, West Midlands. He had been expecting some US visitors to see his collection — but not the 102 members

of the American Antique Toy Collectors Society. A policeman had to be brought in to control the crowds in the collector's home. If any of the Americans are reading this, they might be interested to know our publishing director Mark Barton also has quite a sizeable collection. Ring us for his address.

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1995 M DAF SB3000 WS Auto Van Hool Alizee 'H', 51R/Toilet
1995 M DAF SB3000 WS Auto Van Hool Alizee 'H', 55R
1995 M DAF SB220 Auto Ikarus Citibus, 48 str
1995 M SB220 Auto, Northern Counties Paladin, 49 str bus
1994 L EOS 90 49R, toilet
1994 L DAF SB3000 Van Hool Alizee 'H', 51R/Toilet
1994 L DAF KS3000 Easishift Van Hool Alizee 'H', 51R/Toilet
1994 L DAF SB3000 Van Hool Alizee 'DH', 51R/Toilet

1994 L DAF SB3000 Int Retarder, Van Hool Alizee 'DH', 51R/Toilet
1994 L DAF HS2700 Auto Van Hool Alizee 'H', 51R/Toilet
1994 L MB230LT Auto Van Hool Alizee 'H', 51R/Toilet
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1991 J SETRA 215 HD 49R/Toilet
1990 G VOLVO B10M Plaxton 3500, 49R/Toilet
1990 G DAF DHTD Duple 320, 57R
1989 PP BOVA FUTURA FHD, 49R/Toilet
1989 SB3000 Plaxton 3500, 51/Toilet
1988 VOLVO B10M, Plaxton 3500, 49R/Toilet
1988 PP BOVA FUTURA FHD, 49R/Toilet
1988 E DAF SB3000 Van Hool Alizee 'DH', 51R/Toilet
1988 F SB3000 Van Hool Alizee SH, 49R/Toilet
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LETTER OF THE WEEK



Is this an EU directive?

From Tony Knight

All British coach operators must ensure their vehicles are kept in a clean and well-maintained condition at all times. All lights must be working and body panels should be intact without any damage (other than minor scratches which may be allowed). All instruments and indicators etc must be working.

Engine, gearbox and brakes must be in a good and safe working condition. All passengers must have a seat available to them and standing passengers are not allowed. The driver's attention should not be distracted while the vehicle is in motion. The vehicle must also be fitted with a speed limiter to allow the vehicle to travel at little more than snail's pace on reasonably wide straight roads and motorways.

However, if you are a French coach operator, particularly if you operate coaches on snow and ice-covered twisting mountain roads with numerous hairpin bends and no safety barriers, the above rules do not apply.

In this case you may operate vehicles with various dented or non-existent panels where you have hit the side of the mountain. Indicators or lights are not necessary and brakes (where fitted) need not work — other than to make an ear-piercing screech to frighten passengers.

Provided the engine operates on one or

more cylinders this is quite acceptable and the gearstick should give some sign that it moves cogs around in a box.

You may load the coach beyond its maximum capacity with standing passengers, all of whom may be carrying skis and wearing difficult-to-move-in ski boots. You may find it helpful to increase your capacity by allowing children to sit on the dashboard and lean against the front (cracked or broken) window. Space is also available for passengers to sit or crouch on top of the interior engine cowl and on the front and rear door steps — provided the door is at least partially closed.

When the vehicle is loaded to its absolute maximum capacity, you may wait for further prospective passengers to approach from the ski slopes. This will give them the impression there is still space available on your vehicle. The driver should be encouraged to make eye contact with these prospective passengers to further give them encouragement which may make them rush to remove their skis and try to run in their ski boots towards the coach.

However, just as they approach the vehicle doors, you may drive away and allow them to wait for an hour or so while your drivers take a rest, have a chat or simply amble around before returning to repeat the loading process at irregular intervals.

Write to: The Editor
Coach and Bus Week
EMAP Automotive Publishing
Wentworth House
Wentworth Street
Peterborough PE1 1DS
or fax 01733 467154



Keep those letters rolling in. If requested, we will publish them anonymously, but always include your full name (ie first name and surname), address and telephone number



Letter of the week wins a Corgi Classics model bus

Coaches may descend the mountain road at whatever speed gravity will allow with assistance from the engine, and little consideration is necessary for any traffic which may be ascending and cannot be seen around the blind hairpin bends. Drivers are not encouraged to hit the side of the mountain too often as a method of braking as this damages the rock face.

Tony Knight
AJK Group
Derby

No demolition

From John King

I read with interest the article (CBW, 11 May) regarding the use of our garage by CentreWest, and would like to correct the erroneous information given to you. As the owners, we can confirm that these premises are not due for demolition and are currently being offered for rent. The 1.25-acre site is strategically located within the London conurbation at the M25/M20 intersection, only 40 minutes from the Channel Tunnel. It is available in part or complete, with a short or long-term lease to suit the lessee.

John King
Director
Bexley & Sidcup Property Co
Welling
Kent

Original wheel covers

From Anon

As a regular CBW subscriber for several years, I



write to you regarding the article 'No defence, your honour' (CBW, 11 May).

The Leyland Tiger illustrated is, in fact, fitted with the original supply cast aluminium wheelnut covers. Unfortunately, instead of being polished, they have been painted, spoiling the intended appearance.

The photos (above) show the smarter appearance if prepared properly. As you can see, the Leyland scroll shows up well on the centre area. The Tiger would have looked very smart if the wheels and the nut cover centres were painted black.

Although the vehicle illustrated is now due for a repaint, it was 14 years old when the photos were taken, just after restoration. It was

previously in driver training yellow.

Keep up the good work — a nicely balanced interesting weekly.

Name and address supplied

Trucks a problem

From Philip Hodgkinson

On 13 April I was driving a coach to Liverpool, entering the M6 at J15. I stopped at Keele Services for the toilets but when I re-entered the M6 I dropped in behind four lorries doing about 55 mph just as the back one pulled out to overtake the others.

Within two to three miles I was surrounded by about 20 lorries and I was trapped in the middle of the nearside lane for over 30 miles till we hit the M6/M62 junction roadworks. The outside lane vehicles ended up doing around 55 mph — due to cars pulling out from the middle lane when they got the chance, causing the outside lane cars to slow down — and it is only by a miracle there was not a major accident. Perhaps lorries should have a higher speed limit to solve this problem?

Philip Hodgkinson
Amber Valley Coaches
Langley Mill
Notts



Mike Morgan puts the first of Coliseum's Ivecos through its paces in an exclusive road test and finds a new breed of touring coach capable of stealing a march on the competition



Spanish t

THERE'S a refreshing wind of change blowing through the coach industry with an all-new vehicle making its debut. Add a first for a budding new dealer and you are faced with making an intriguing forecast of how it will affect the coaching climate.

Iveco's EuroRider-chassied Beulas from the AW Group of Ratby was developed in southern Europe and brings with it a fresh approach that is all too easy to dismiss as a temporary distraction before the UK industry settles back to its established routine.

Although Iveco has respectable sales in the minibus sector, it has struggled to gain a foothold in the big-bus sector and, before 1996, had never sold a full-size coach in this country. In addition, Beulas is a name few will have heard of before the unveiling at last year's Coach & Bus '95. Add the third party, AW, and you add more mystery.

One of the first buyers is Coliseum of Southampton, which has bought two and director David Pitter summed up the appeal of the Iveco/Beulas in a fleet which runs MAN, Setra and Volvo. He said: "Passengers get on board and say straight away 'you've sent the new coach' and that's what it's all about, creating the right image."

However, the newcomer's toughest challenge is to spread this appeal much wider and convince many more operators that it is of the calibre to justify their investment.

To test the vehicle we waited until Coliseum's first Beulas was run in. So, with 37,000 km under its belt, we took the coach on an exclusive CBW road test around a mixed route covering Hampshire, Dorset and Wiltshire.

Driving, riding or indeed buying a EuroRider is to experience something completely different. As such it represents a risk to operators committed to one particular brand of coach. Spares, fitters and workshop are all geared to known vehicle types. To change for the sake of marginal virtues could prove expensive.

However, this big Iveco starts with a considerable advantage - the maker's pedigree as a big-time commercial vehicle manufacturer with dominant coach and bus sales in its Italian home market, strong presence in UK truck sales and burning ambition to increase market penetration across Europe. For the most part the EuroRider relies on proven technology, taking tried-and-tested components from Iveco's other products.

Packaged as a cost-effective rear-engined chassis it has already won friends in other EU countries where this configuration dominates coach sales. The rear engine school of thought points to the vast luggage space created between the axles if the power plant is moved behind the rear wheels and semi-integral construction is preferred to space-consuming chassis members. Iveco has fine-tuned the concept, claiming that the Spanish-built EuroRider's weight-saving design offers further advantages.

But this alone is insufficient incentive to sign the order form. So perhaps it's the high-power 345 bhp 9.5-litre engine delivering high levels of torque between 1,000 and 2,100 rpm. Maximum efficiency is low down in the rev range, promising good fuel economy and plenty of bottom-end performance. However, there's plenty of tried-and-tested competition



noroughbred

around making similar claims. Perhaps the special appeal lies in the bodywork? Smooth modern profile using the invogue drop-nose front and seductive Spanish lines to full advantage. Inside it oozes good taste and attention to detail. Then there's a specification list that leaves very little to the options list.

The package may be complete, but there's nothing there others cannot provide, so we have not yet answered the question: "Why buy an Iveco/Beulas?"

Seductive good looks, high power, and comprehensive spec are important. But what about the price? How does £157,650 appeal for a double-glazed, high-line, 49 seater complete with toilet and air-con - £145,000 if you opt for single-glazed 53 seater with 290 bhp engine and six-speed gearbox?

This new coach is the result of co-operation between Iveco, Spanish bodybuilder Beulas and its UK agent, AW. The result is a vehicle which AW proudly claims: "Has sold out for this season. Although further chassis can be laid down and built fairly quickly, our problem is with the limited number of body slots."

Is another bodybuilder a possibility? "Yes, but we don't want to flood the market with too many chassis too quickly. It is important we develop adequate after-sales support at the same time."

Build

Beulas' Stergo coachwork has a strong visual impact. Continuity of window line is maintained around the whole vehicle

such that the driver position has one front screen and passengers uninterrupted views through the screen above.

A characteristic of Beulas styling is the attention to detail. Note the angled bottom edge of the lower side panels and the Fiat Tipo rear lights. A driver's door is standard, as is the power-assisted nearside locker which exposes the cavernous luggage space with a floor lined with decorative — and very practical — wooden slats.

The centre sunken fresh water toilet is factory fitted, offering good, easy-to-clean linings, though there is the inevitable awkward entrance at the bottom of the five-step Continental entrance.

However, the entrance to the driver's bunk opposite the toilet needs the skills of a contortionist to get in, whereas mounted on top is a servery unit with roller shutter door. If access to this arrangement is acceptable it offers a good compromise in the battle for space.

Coliseum had optional Vogel seats fitted. These had every conceivable added extra, from folding footrest to grab handle. While comfortable, leg room on the offside was tight, with this tester's knees hard against the fold-up table. Fiansa seats are standard fare.

Passenger Impressions

Nevertheless, Coliseum clients are treated to a ride in a spacious, comfortable, well-spec'd environment. This is not a vehicle which crams maximum seating into the available space.

The Southampton-based company has shrugged off





▶▶▶ the temptation to take full advantage of cost savings offered. But the standard interior comes with colour-coded curtains and a standard of trim which is a credit to its builders. There's more evidence of attention to detail, including neatly-housed TV monitor at the front with glass screen shaped to blend with the ceiling mouldings; concealed sunblinds above the windscreen; and channel below the side windows in the unlikely event of condensation.

If quality is the name of the game this vehicle bristles with the right features. Blaupunkt stereo equipment is standard and the quality of the sound has to be heard to be appreciated, particularly in the well-insulated Beulas interior, which produced the lowest ever noise levels for a single-deck coach passenger saloon. This was spoilt only by creaking in the cab area thought to come from the mirror mountings. Otherwise the driver's environment, like the passengers', is uncannily quiet while on the move.

The thermostatically-controlled 'total heating and ventilation system' contends admirably with temperature variations, blending air-conditioned and heated air.

Driving Impressions

There's a lot the coach industry will enjoy about the Iveco EuroRider. It can be driven enthusiastically on cross-country routes, purr purposefully over long stretches of autoroute and wrestle manfully with urban traffic. Brakes, aided by Telma retarder, are powerful and reassuring. Road holding is secure and steering precise.

When you are in the driver's seat, problems are few and far between. Gear selection on the eight-speed gearbox was still stiff and could not be rushed. The clutch was relatively light and with insufficient feel. Engagement on the test coach was at the top of the clutch pedal's travel, making hill starts difficult to judge — particularly when the engine speed could not be heard but had to be judged by the rev counter directly in front of the driver.

EuroRider is built in the former Pegaso plant in Spain, and, in a throwback to the days when Leyland had an influence on Pegaso design, a welcome touch is the accelerator heel rest.

Small gauges for air, fuel and temperature are right of the rev counter below switches for the exterior lights, which, like the tachograph on the other side of the dash panel, are partially hidden by the steering wheel. This is particularly annoying between 20 and 50 mph or when checking to see if the side lights are still on. The steering wheel is low and flat in another hint of Leyland of old.

The other major complaint is the location of the handbrake — on the floor to the rear of the driver on the



Blaupunkt stereo equipment 'standard fitment'

offside. AW says this has been moved forward on later chassis.

Beulas has one of the better solutions to the usual high-floor configuration blindspot behind the entrance door. Side windows slope down at the front and a quick adjustment of the nearside mirror using the convenient joystick switch brings vision whenever required.

Verdict

This trend-setting Iveco/Beulas combination does have considerable merit. Its virtues make it a worthy contender for any coach of the year contest. Operator, fitter, driver, and most importantly the passenger, have all been given serious consideration.

Our test result over the CBW route produced encouraging economy figures. Performance from the 345 bhp engine is so relaxed that occupants of the coach are unaware of how good it is against the stop watch.

This 12.5-tonne machine is towards the top of the list when compared with its high-powered, rear-engined competitors. **CBW**

SPECIFICATION

Chassis:	Iveco EuroRider 391.12.35
Body:	Beulas Stergo - 49 seats plus toilet and air-con
Price:	£157,650
Engine:	turbo-charged/intercooled Iveco 8460.41 S TCA
Power:	345 bhp (254 kW) @ 2,100 rpm
Torque:	1180 Lbf ft (1,600 Nm) @ 1,200 rpm
Gearbox:	ZF 8S-180 eight-speed
Clutch:	single dry plate
Steering:	ZF 8098 power assisted - column adjustable for rake
Brakes:	Front: discs Rear: drums Handbrake: spring release
Retarder:	Telma Focal F-2200 operated by hand control or foot brake
Suspension:	full air system with raise and front kneel
Drive axle:	single reduction stress-bearing type - ratio 4.10:1 with optional 4.30:1 or 4.56:1
Tyres:	295/80R x 22.5



Clutch action is light

DIMENSIONS

Length:	12 metres
Width:	2.5 metres
Height:	3.5 metres
Wheelbase:	6.15 metres
Unladen weight:	12,580 kg
GVW:	17,000 kg

PERFORMANCE

Acceleration:	0-30 mph - 9.5 secs 0-50 mph - 21 secs 50-65 mph in top gear - 19 secs average consumption - 10.9 mpg total distance - 134 miles fuel used - 12.3 gallons tank capacity - 467 litres range - 1,120 miles
Fuel economy:	
Noise levels at 65 mph:	front - 68 dB(A), middle - 68 dB(A) rear - 70 dB(A)

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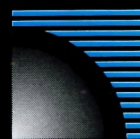
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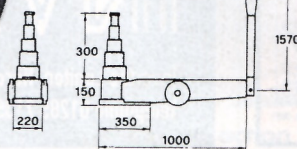
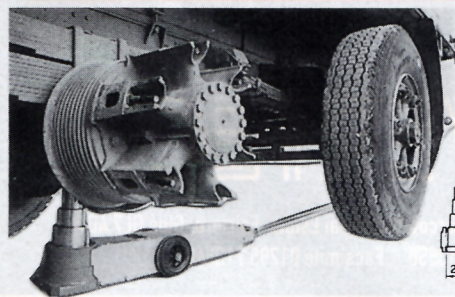
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SJ CARLTON

'Red devil' plays sporting role...

New Transliner with striking livery offers luxury travel

by Mark Barton

JONES Executive Coaches of Eccles is carrying on its sporting traditions with the delivery of another strikingly-painted Neoplan Transliner.

The Dennis GX 290-based executive will act as a reserve coach for Jones's Manchester United team coach - also a Neoplan, bought last year and giving sterling service. As such it is the second coach in the Jones eight-strong fleet to carry the distinctive 'red devil' livery.

Although a reserve for Manchester United, the new Neoplan will play a starring role in cricket. Its first real job will be to supply luxurious travel for the touring Pakistan XI, due to start its UK Summer tour later this month.

The new Transliner is fitted with 50 recliners (adjustable foot

rests are now standard), Sutrak air conditioning, sunken toilet, and kitchenette including boiler, sink and large fridge.

Jones Executive Coaches has supplied domestic travel for every touring international cricket side since 1990. Husband and wife team

Hugh and Susan Jones founded the company in 1970. They still run the business but now with the help of their son, Simon.



BOVA UK

...as high-spec Futura joins Moor-Dale team

NEWCASTLE based Moor-Dale Coaches has boosted its corporate hire fleet with the purchase of a high-specification executive Bova Futura FHD coach, whose primary use will be as team coach for Premier League sides Newcastle United and Sunderland.

Moor-Dale was split off from British Bus subsidiary Northumbria Motor Services nearly 18 months ago, and is owned by former Northumbria executive directors Tony Kennan and John Fickling. Both owners support one of the clubs, and lifelong fan Mr Fickling is

a board member of Sunderland AFC. During the Summer it will service the Durham County Cricket team.

The top-of-the-range Bova is fitted with 28 Kiel reclining seats and tables and is divided into three sections with a servery and six-seater

semi-circular 'manager's' lounge at the rear.

Two separate audio and visual systems are fitted in the air-conditioned, double-glazed vehicle and the central section has a cooker and fridge, as well as washroom and water-flush toilet. The coach interior is fitted with velour fabric throughout.

Moor-Dale already operates a large number of Bova coaches, many of which were acquired from Northumbria, when that company pulled out of the coach hire market. Two new FHDs were purchased in Autumn last year.

Mr Kennan told CBW the company was marking its 50th anniversary with the purchase of another high-specification Bova, which would be well used for corporate businesses, when not turning out for the football teams. "There is a lot of good-paying corporate work out there, if you're prepared to go out and look for it," he said.

CBW





SCANIA BUS AND COACH

Weightwatchers choose

Bowens is investing in a fleet that gives comfort and quality for its customers and is 'good value for money'

BIRMINGHAM-BASED Bowens now has the UK's largest fleet of Scania Century coaches following the delivery of this year's complement from Scania Bus & Coach UK.

Bowens originally bought four Centuries in 1994 and now runs a total of 13.

"An important factor for us is that we are able to get everything on to these coaches we want without running into weight problems," said joint managing director, Peter Meadows.

"Our inclusive tours and programmes for in-bound tourists frequently run with a full load of passengers and luggage and, when you consider that the Scania Century includes fittings such as air conditioning and a Telma retarder as standard, you can appreciate that payload is an issue for us.

by Mark Barton

"We have also been impressed with reliability, low downtime and maintenance costs. Running internationally, Scania's European service network was a point we noted when we first purchased the Century, but to date we haven't had to call upon their services.

"Our customers certainly appreciate the comfort and quality of the vehicles. Overall we see them as simply good value for money."

Bowens now runs 37 coaches from operating bases in Alum Rock, Birmingham and Tamworth. The company specialises in inclusive tours at home and abroad, and providing programmes for parties of in-bound tourists and business travellers, predominately from the



Bowens' joint md Peter Meadows (left) takes delivery of this year's C

MOSELEY

Looking good and getting noticed pays dividends

THIS latest purchase — sporting a smart new livery — brings the number of Bovas in the fleet of Johnsons of Henly-in-Arden to 16.

"They're all running well on a mixture of work, including our own holiday, excursion and theatre programme and our extensive corpo-

rate and private-hire programme in Warwickshire," reports John Johnson, who runs the 33-vehicle company with his brother Peter.

He is convinced that a good-looking, well-maintained fleet of front-line vehicles is central to the business: "This purchase underlines

our commitment to buying high-quality vehicles. We like the rear engine integral layout with a large underfloor luggage area. Fuel economy is also good. In fact, if we don't send Futuras on our own tour programme, it gets noticed by our customers. That's why we keep buying them."

The new livery, designed by John and Peter, will apply to every vehicle new to the fleet and will be used in all promotional material, brochures, letterheads etc. It is expected to last for five years.

Johnsons, which was founded by grandfather Jack in 1909, bought its first used Bova from Moseley in 1987. The company has bought two every year since then, but only bought new from 1994 onwards.

The latest addition is fitted with air conditioning, toilet, water boiler and coolbox. Colour monitor and video are also installed. The move upmarket certainly seems to be working.

"Business is booming," says John. "Especially with Euro 96. And June and July is very, very busy. We could really do with another four vehicles — we've hired one in already — but our problem is finding good enough people to drive them. If you send out a top-line vehicle with a driver not up to the job, you're just shooting yourself in the foot. We pay good rates, but we can't seem to find good drivers. I think that's a problem throughout the industry."

Few would argue with that.





Centurys



Century intake from Scania Bus and Coach's Don McIntosh



MOSELEY

Parrys moves towards space age

DAVID Parry, of top-of-the-market tour operator Parrys International, is using his second Volvo Van Hool to try out a 44-seat arrangement. Well known for its stunning Neoplan fleet - it runs 10 highly specified examples - Parrys normally runs with 48 seats.

Mr Parry's rationale is typically uncompromising: "As a high-quality coach tour operator we need that extra space. We intend to take seating down from 48 in the Neoplans as well. I think the whole industry is going that way."

Although fitted with fewer seats, the Van Hool is laid out to the same internal configuration as the rest of the fleet so it fits in with Parrys' computerised booking system. That means a rear off-side washroom with hot and cold running water and a rear servery

with water boiler, coffee machine and fridge. It also means the front four seats are luxurious Pullman units and sold at a premium.

Parrys bought its first Volvo Van Hool last year (it has since been sold) and the purchase of a second continues the company's search for the perfect touring machine. "Obviously we want to compare the Van Hool with our Neoplans," said Mr Parry. "And particularly in Ireland and Scotland, because two rather than three axles are better on those roads."

In common with all Parrys vehicles, the Van Hool has air conditioning, Telma retarder, alloy wheels, ABS tables to seat backs and two-point belts for passenger seats. It is also fitted with a central locking system and burglar alarm.

VOLVO

Investment continues with four new B10Ms

D COACHES group, the largest independent coach operator in South Wales, has taken delivery of its first four Volvo B10Ms. The purchase continues the company's policy of investing in new vehicles for its UK and Continental tour programme.

All four Volvos have 48-seat Van Hool Highline bodies to full executive specification. They have joined the 27-strong fleet of executive coaches operating with Diamond and Glantawe Holidays, which was set up

following the acquisition of the Glantawe group by D Coaches in 1995.

The £650,000 investment in the four new coaches is the latest since the merger. D Coaches' commitment to continually improving the quality of its coach holidays and customer service has already led to investments of over £1.8 million in new premises to centralise its tours, marketing and administration departments and expand its vehicle depot.





OPTARE

Island gives MetroRiders thumbs up



Purpose-built bus fits operator's requirements

by Mark Barton

THE first two new buses on the island of Guernsey are Optare MetroRiders.

The vehicles were bought by Island Coachways as part of an island-wide promotion aimed at improving local services and run on Coachways' longest route - from the capital St Peter Port on one side of the island to Pleinmont on the other. The two 8.4-metre standard-width MetroRiders are fitted with 31 moquette-trimmed seats and allow 13 standees with the inclusion of a luggage pen.

Lionel Miles, managing director of Island Coachways, said: The main

attraction of MetroRider was that it was the only purpose-built bus that could cope with our restricted roads, and maintain our required carrying capacity.

Reactions to the vehicles have been wholly positive. The engineers find the support from UniTec (Optare's service division) excellent, a bonus considering our geographical position. The drivers also appreciate the vehicles, being the easiest to drive within the fleet. Comments from passengers have been numerous and all have been complimentary."

PLAXTON

Popularity is a good Pointer

DOCKLANDS Transit is running its newly-won London Transport route 106 between Whitechapel and Finsbury Park with 18 new Plaxton Pointers on Dennis Dart chassis.

"We already run 48 Pointers in our Oxford-based Thames Transit company," said director Paul Jeffrey. "These have gone down very well with passengers and staff alike, which made the Pointer the obvious choice when

we won this London contract."

The Pointers for Docklands Transit are single-door 40 seaters - most of the Thames Transit Pointers are two-door buses - and they have split step entrances and a number of other features to meet London Transport's accessibility requirements. Over 2,000 aluminium-framed Pointers have now been sold in the UK and it is the best-selling midibus bodywork in London.



PLAXTON

Beaver is first choice for Martins

HAVING put 10,000 miles on the clock in just a few months, George Martin says he is well pleased with his latest fleet addition - a Mercedes 814D with Plaxton Beaver body.

The vehicle is Martins Coaches's second Beaver and it joins a 22-strong fleet in Kettering, which ranges from full-size vehicles to minicoaches. The new Beaver is a 33 seater with tinted double glazing.

"We needed another small

coach and the Plaxton Beaver was our first choice," said George Martin. "Kirkby came up with a good deal and I have to say our customers have been very impressed with the coach."

Martins Coaches was started 20 years ago and is a family-run business with the emphasis on quality: "We own the vehicles, we own the garage and we take a pride in running a smart operation."

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1993 K VOLVO B10M JONCKHEERE DEAUVILLE, 49 seats, toilet, radio/PA/cassette, double glazed.
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(63215/TO)

TOYOTA

1991 TOYOTA OPTIMO II, 21 seater, radio PA, cassette, carpet, blue exterior, grey interior, vgc, £25,500 + VAT. Can be seen central London. Tel. 01227 277076. (63097/TO)

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1976 VOLVO B58 Plaxton Supreme, 6-speed ZF gearbox, 48 seater, fitted with Ratcliffe side lift, COF until August 1996, £7,500 ono. Hi-lite Travel Ltd. Tel. 01384 424417. Fax. 01384 897567. Contact Geoff or Howard. (63087/VO)

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1984, Berkhof Esprit, 49 seats, toilet, fridge, drinks machine, TV & video, retrim grey graffiti, new engine, MoT November, excellent condition

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1980 VOLVO B58 DOMINANT II, 53 seater + courier, MoT December, tinted glass. Tel. 01443 208600. (63050/VO)

1993 B10M VAN HOOL, 53 reclining seats, rear o/s continental exit, crew seat etc. MoT Feb 97, P.O.A. Tel. 01259 216180. (63100/VO)

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COACHES FOR SALE

1986 NEOPLAN SKYLINER DOUBLE DECK, Oct '86 on private plates, full spec, 77 seater, toilet, servery, etc., wired for video, Gardner 6LYT engine, 1 year's MoT£40,000 + VAT

1987 LEYLAND ROYAL TIGER, Exec, 49 Vogel recliners, toilet, servery, radio/PA, wired for video.OFFERS AROUND £20,000

1992 SCANIA K113 VAN HOOL TRI-AXLE, 49/52 recliners, rear toilet, enclosed rear, radio/PA/video, 5 speed splitter box, new test£95,000 ono

1990 SCANIA K113 VAN HOOL ASTROBELL DOUBLE DECK, 67 seats, toilet/servery etc., usual luxury extras, tested until end of Oct '96£79,000 ono

1991 DAF SBR 3000 PLAXTON 4000 DOUBLE DECK, 74 seats, toilet, servery, radio/PA/video, tested£92,500 ono

- Part exchange considered
- Finance subject to status
- All prices plus VAT

(63243/VSM)

G. Abbott & Sons
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1993 VOLVO B10M Caetano Algarve II, 49/53 seats, demountable toilet, long MoT, choice of 2£97,500 + VAT

1993 TOYOTA OPTIMO, 18 seats, video, drinks, long MoT£33,000 + VAT

1989 MAN 16.290 Jonckheere Deauville, 49 seats, drinks, bunk, fridge, wc.....£67,500 + VAT

1990 MAN 16.290 Jonckheere Deauville, 51 seats, drinks, fridge, wc.....£77,500 + VAT

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- 1990 DAF SB3000 Caetano Algarve II**, 51 reclining seats and courier seat, wired for video, rear nearside saloon toilet, very long MoT, immaculate condition, available immediately.
- 1990 BOVA FUTURA FHD12,290**, 49 reclining seats, courier seat, centre toilet, continental door.
- 1990 IVECO 315 LORRAINE**, 30 reclining seats, excellent condition, long MoT.
- 1989 SETRA 215HD**, 49 reclining seats, centre sunken toilet, continental door, drinks machine, absolutely immaculate condition, available shortly.
- 1989 CHARISMA**, 49 reclining seats, toilet, centre continental door, 2 video monitors, MoT 2/3/97.
- 1987 MCW METRORIDER**, 23 bus seats plus 7 standees. MoT 5/9/96.
- 1987 LEYLAND ROYAL TIGER, Van Hool Alizee**, 51 reclining seats and courier seat, video and two monitors, rear saloon toilet. Exterior white. MoT 9/11/96.
- 1987 OPTARE CITY PACER AUTOMATIC**, Volkswagen diesel, bus spec, 25 seater.
- 1985 MAN SR280**, 53 reclining seats, courier seat, one owner from new. New MoT.
- 1985 DAF MB200, Plaxton Paramount**, 49 reclining seats, drinks machine, wired for video, toilet at rear offside. New MoT. Very clean.
- 1983 LEYLAND TIGER PLAXTON 3500**, video monitor, rear offside continental door and toilet, hot water boiler, double glazed, drivers bunk.
- 1984 BOVA FUTURA**, 53 reclining seats, recent retrim, graffiti style, excellent condition. Long MoT.
- 1983 DAF MB200, Caetano Algarve** **SOLD** reclining passenger seats, power plug door. Very long MoT.
- 1982 VOLVO B58, Duple Dominant IV**, 46 reclining seats, toilet, semi automatic, double glazed, power door.
- 1980 VOLVO B58, Plaxton Supreme V Express**, 53 seater, retrimmed seats. MoT April 1997.
- 1979 BEDFORD YMT Duple Dc** **SOLD** power door, 53 seater.

IVECO BUS

(1530407059)



VOLVOS

- 1988 NOV F VOLVO B9M PLAXTON PARAMOUNT 3200**, 43 fixed seats, POD, pannier lockers, radio & PA **£57,500**
- 1988 VOLVO B10M JONCKHEERE P599**, 51 reclining seats, courier, rear sunken toilet, d/glazed, radio/PA, new test **£69,500 £66,500**
- 1988 PP VOLVO B10M PLAXTON PARAMOUNT 3500**, 48/50 reclining seats, courier, demountable rear toilet, continental door, Telma, double glazing, TV, video, boiler, curtains, aircraft lockers **£62,500**
- 1986 PP VOLVO B10M VAN HOOL ALIZEE H**, 53 reclining seats, courier, double glazing, Telma, blinds, choice of 2 **£54,000**
- 1979 VOLVO B58 PLAXTON SUPREME IV**, 57 seater, seat retractable belts, P.O.D., good test **£7,500**
- 1984 VOLVO B10 PLAXTON PARAMOUNT 3500**, 49 recliners, courier, centre demountable toilet/continental door, radio/PA **£24,500 £29,500**
- 1983 VOLVO B10M CAETANO ALGARVE**, 49 reclining seats, centre toilet, continental door, radio/PA **£32,500**
- 1983 A VOLVO B10M PLAXTON PARAMOUNT 3500**, 49 reclining seats, courier seat, auto transmission, Webasto, d/glazed, boiler, fridge, wired for TV, test Aug '96 **£29,500 £28,500**

OTHERS

- 1995 SCANIA K113 VAN HOOL ALIZEE**, 49 reclining seats, courier, rear sunken toilet, d/glazed, Telma, EGS, TV, video **£120,000 REDUCED TO SELL £120,000**

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- 1993 K SCANIA K113 VAN HOOL ALIZEE H**, 49 reclining seats, courier, centre sunken demountable toilet/continental door, retarder, d/glazed, bunk **£107,500**
- 1989 DENNIS JAVELIN, DUPLÉ 320**, 11 metre, 48 reclining seats, courier, rear toilet, low mileage **£48,500**
- 1987 LEYLAND LYNX BUSES**, 51 seater + 20 standing, TLII engine, choice of 2 **£36,500**
- 1986 NEOPLAN SKYLINER**, 75 reclining seats + courier, toilet, servery, fridge, Cummins 14 litre engine, auto, clean **£42,500**
- 1983 LEYLAND NATIONAL II BUS**, Leyland engine, 2 door, 31 seats, 25 standing, clean **£14,000**
- 1983 LEYLAND TIGER 245**, Duple 340, 1987 body, 48 reclining seats, rear toilet, courier, S/A gearbox, long test **£24,500**
- 1980 PP FORD R1114 SUPREME IV**, 53 seats **£3,900**
- 1978 AEC 760 PLAXTON** 12m Supreme IV front, 57 seater **£4,500**
- 1976 AEC 760 PLAXTON SUPREME EXPRESS**, 11m, 53 seater **£4,000**

MINI BUS

- 1990 PP MERCEDES 609, REEVE BURGESS**, 23 seater, P.O.D., boot, destination gear **£19,500**
- 1990 TOYOTA OPTIMO I**, 18 reclining seats, large boot, fridge, boiler, table, white, new test, immaculate **£18,500**
- 1989 MERCEDES 507 M2M**, 20 seater, finished white **£13,500**
- 1986 TALBOT EXPRESS**, 14 seater, high roof **£2,750**
- 1985 FORD TRANSIT DORMOBILE BUS**, 16 seater, new test **£1,750**

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- 1988 F LAG PANORAMIC DAF 11.6**, 49 re-trimmed seats, courier, tinted double glazing, radio/PA, continental door, centre sunken toilet, painted two-pack white, wired for TV, video, May 1997 test.
- 1987 B10M PARAMOUNT 3200**, 57 seats in brown/orange, new gangway, tinted windows, full underfloor luggage, fully repanelled, painted two-pack white, tested April 1997.
- 1987 FREIGHT ROVER**, 18 seater Carlyle, grey interior, white/red exterior, tested March '97.
- 1986 IVECO 49.10 ROBIN HOOD**, 21 seater, red interior, white exterior, tested May '97.
- 1983 LEYLAND TIGER 245 SEMI-AUTO DUPLÉ GOLDLINER IV**, 53 seats in fawn/orange moquette, rear sunken toilet, tinted windows, fully repanelled, framework checked, excellent vehicle, February 1997 test.
- 1983 VOLVO B10M BERKHOF ESPRITE**, 49 seats + courier, continental door, centre sunken toilet, repanelled skirts, painted to choice, January test.
- 1983 BOVA EUROPA**, 53 seats + courier in brown/orange trim, painted white, May 1997 test.
- 1983 BEDFORD PJK WADHAM**, 28 seater service bus, green interior, red exterior, Webasto heating, low mileage, 'lovely little bus', tested September 1996.
- 1979 LEOPARD SUPREME 11 METRE EXPRESS**, fully repanelled, new gangway, new seat trim, May 1997 test, painted white.
- 1979 B58 DOMINANT EXPRESS**, fully reframed, repanelled, retrimmed, repainted, May 1997 test, ready to work, painted two-pack white.
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- 1991 J IVECO 49.10 DORMOBILE MINIBUS**, 25 coach seats, power door, destination gear, white exterior, MoT Sept '96.
- 1990 H TALBOT 2.5 TRI-AXLE**, 19 seats, wheelchair facilities, long MoT's, choice of white exterior, choice of 3.
- 1989 G FORD TRANSIT 2.5 DI**, 14 seats, 3 point seatbelts, minibus, MoT Sept '96.
- 1988 E TALBOT EXPRESS 2.5 DI**, side door, white exterior.
- 1987 E MERCEDES 609D**, Reeve Burgess, 20 seat bus, power door, re-seated, re-floored, white exterior, MoT February 97.
- 1987 D/E TALBOT 2.5 TRI-AXLE**, 20 seats, power door, luggage pen, Diptac spec, choice of 4.
- 1987 D FREIGHT ROVER 2.5**, 16 seat luxury minicoach, MoT April 97.
- 1982 Y FORD 360 T DUPLÉ DOMINANT 4**, 53 seat coach, white exterior, MoT May 96.
- 1979 T LEYLAND NATIONAL**, S10 engine, 49 seats, 24 standees, MoT January 96.
- 1980 V LEYLAND LEOPARD PLAXTON SUPREME**, 49 seats, cream exterior, power door, MoT October 96.
- 1979 PP VOLVO B58 AUTOMATIC VAN HOOL ARAGON**, 48 seats, toilet, MoT March 96.
- 1979 T LEYLAND LEOPARD PLAXTON SUPREME**, 49 seats, power door, destination gear, MoT October 96.
- 1976 P VOLVO ALISA ALEXANDER**, double decker, 78 seat bus.
- 1975 N LEYLAND ATLANTIAN ALEXANDER**, double deck, 78 seat bus.

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(63354/VSG)

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- 1982/3 DUPLÉ DOMINANT IV**, single glazing, tinted glass, retrimmed seats, 1 x 57 seats, coach, power door, 1 x 55 seats, express doors, semi auto gearboxes, full tests.
- 1983 PLAXTON PARAMOUNT 3200 Express**, 53 seats, semi auto, re-panel and painted white, test Jan '97.
- 1979 T PLAXTON SUPREME III EXPRESS**, 11m, 53 retrimmed coach seats, test March '97.
- 1980 V DUPLÉ DOMINANT I PHASE II EXPRESS**, 11m, 53 retrimmed coach seats, test October '96.
- 1979 T PLAXTON SUPREME IV EXPRESS**, 11m, retrimmed bus seats + luggage pen + 20 standees, tested, choice.
- 1979 T PLAXTON SUPREME III EXPRESS**, 11m, 53 coach seats, test due.
- LEYLAND NATIONAL**
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- LEYLAND ATLANTIAN**
- AN68's. ALEXANDER BODIES**, 82 & 86 seaters, large choice, various tests.
- DAIMLER FLEETLINES**
- 1976/7, Alexander bodies**, 74 seats, choice.
- BEDFORD**
- 1979 PLAXTON SUPREME IV YMT**, 53 seats, power door, short test.
- 1985 PJK 330 TURBO**, power steering, Devcoplan body with tail lift (ex Social Services), power door, Class V test August.
- FORD**
- 1982 PLAXTON SUPREME VI**, coach power door, 53 seats, test due.

MINIBUSES

- 1987 MCW METRORIDER**, 23 seats + luggage pen (or 25 seats), Cummins engine, Allison auto gearbox, repainted white, retrimmed seats, long test.
- 1985/6 MERCEDES 608**, 20 seat bus, power door, various tests. Choice.
- 1987 FREIGHT ROVERS**, 16 bus or coach seats, power doors, various tests. Choice.
- 1990 G DODGE**, Reeves Burgess, 25 bus seats, torqueflite auto gearboxes, full test, choice.
- 1988/9 IVECO CARLYLE II**, 25 bus seats, manual gearbox, tested. Choice.

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1993 VOLVO B10M PLAXTON PREMIERE 350 12M
53 recliners, red/black stripe moquette, rear continental door, double glazed tinted side windows, courier seat, power entrance door, finished white/orange.
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1993 DENNIS JAVELIN CAETANO ALGARVE II 12M
53 recliners, beige/brown moquette, double glazed tinted windows, curtains, courier seat, power entrance door, finished duo blue.
M.O.T. JANUARY 1997

1991 (August) BOVA FUTURA FHD 12.290 INTEGRAL 12M
51/53 seats, beige/orange moquette, centre sunken demountable toilet, continental door, double glazed tinted side windows, curtains, courier seat, driver's sleeping berth, water boiler, wired TV/video, power entrance door, finished white/duo blue.
M.O.T. MARCH 1997

1990 DAF SB3000 VAN HOOL ALIZEE-DH 12M
51/53 recliners, recently retrimmed in brown graffiti moquette, centre sunken demountable toilet, continental door, double glazed tinted side windows, curtains, courier seat, provision for driver's berth, water boiler, wired TV/video, low driving position, power entrance door, finished cream/duo brown.
M.O.T. NOVEMBER 1996

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53 recliners, brown/orange moquette, double glazed tinted side windows, pull-down blinds, power entrance door, TELMA retarder, chassis autolube, finished all white.
M.O.T. SEPTEMBER 1996

1989 SCANIA K93 DUPLX 320 12M
55 seats, grey/orange moquette, tinted side windows, power entrance door, finished all white.
M.O.T. NOVEMBER 1996

1989 LEYLAND TIGER (Cummins 250) DUPLX 320 12M
57 seats, red moquette, tinted side windows, TELMA retarder, power entrance door, finished cream/red/orange.
M.O.T. DECEMBER 1996

1989 LEYLAND TIGER (Cummins 290) DUPLX 340 12M
53 recliners, brown/orange moquette, o/s rear sunken toilet, continental door, tinted side windows, curtains, water boiler, wired TV/video, power entrance door, finished cream/red/orange.
M.O.T. FEBRUARY 1997

1989 VOLVO B10M VAN HOOL ALIZEE-H 12M
52 recliners, brown/orange moquette, courier seat, tinted side windows, power entrance door, finished all white.
M.O.T. FEBRUARY 1997

1989 LEYLAND TIGER 260 DUPLX 320 12M
53 recliners, brown/orange moquette, double glazed tinted side windows with pull-down blinds, power entrance door, TELMA retarder, chassis autolube, finished all white.
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M.O.T. JANUARY 1997

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M.O.T. JANUARY 1997

1986 DAF DKVL PLAXTON PARAMOUNT 3500 12M
53 recliners, grey/blue moquette, courier seat, continental door, tinted side windows, TELMA retarder, power entrance door, finished cream/duo blue. CHOICE of 2.
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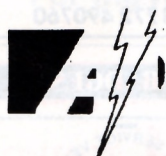


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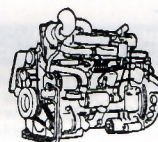
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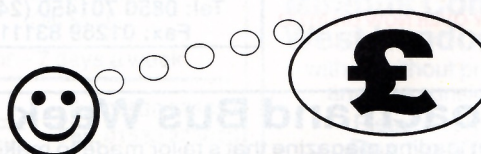
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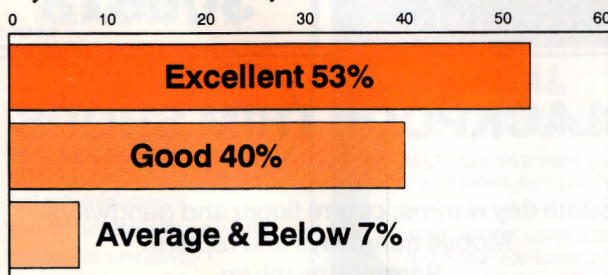
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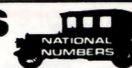
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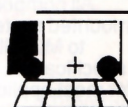
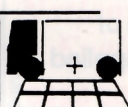
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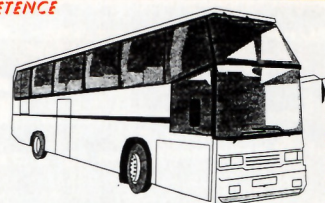
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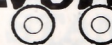
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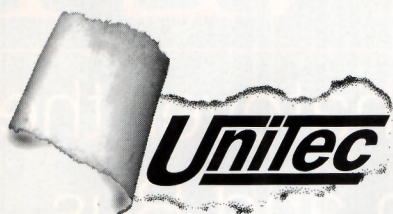
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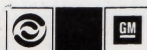
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TRANSPORT MONITORING OFFICER

Salary: PO2 £19,818 - £21,351 pa

Durham County Council is responsible for the provision of transport for pupils and Social Services clients. This it achieves by awarding contracts to transport providers who can meet the service demands. The transport provision requirements consist of taxis, adapted mini-buses, mini-buses and coaches.

Whilst encompassing a corporate role, the postholder will be based in the Education Department. Duties will include the development, implementation, monitoring and audit of a corporate policy designed to ensure conformance with all aspects, statutory and authority performance requirements.

Applicants must have a thorough knowledge of applicable transport and health and safety legislation and substantial experience in policy development and management. It would also be useful if applicants have a recognised management qualification.

Applicants should hold a clean driving licence.

Application forms are available from and returnable to The Director of Education, Personnel Section, Room 3/43, County Hall, Durham DH1 5UJ, on receipt of a large s.a.e.

Closing date for receipt of applications: Friday, 21st June 1996.

THIS POST IS NOT OPEN TO JOB SHARE.



ACTION FOR EQUALITY. The County Council is an Equal Opportunities Employer and welcomes applications irrespective of race, sex, marital status, disability, religion, age, sexual orientation or political belief.

Applicants with disabilities will be invited for interview if the essential job criteria are met.

A first class county
for employment



To provide the best service to our customers, we now need to recruit two experienced Field Service & Warranty Engineers for our Leyland engine business.

One position will cover the North of England and Scotland, and is based at the Gardner Head Office in Patricroft, Manchester, whilst the other will be based in the southern half of the country, responsible for our customers in the Midlands and the South. Both positions report directly to the Service and Warranty Manager.

The successful applicants must have at least 5 years service diagnostic experience of Leyland engines in the bus or truck industry, probably gained with a distributor, manufacturer or major bus operator and must also have the ability to deal with customers at all levels.

The applicants must have a full clean driving licence and, if necessary, be willing to travel anywhere in the UK at short notice.

Both positions are full time with salary by negotiation, a company car will be provided, a pension scheme is in operation and 25 days holiday entitlement per calendar year.

Applications should be made in writing to:

**John Lyons, L Gardner & Sons Ltd, Barton Hall,
Hardy Street, Patricroft, Eccles, Manchester, M30 7WA.**

(63233/APP)

London Transport bus services

London Transport Buses will shortly be inviting tenders for the operation of the following London Transport routes:

204 Sudbury - Edgware

206 St Raphaels Estate - Kilburn

If you are interested and have already submitted your pre-qualification documents then you need take no further action at this stage.

However if you are interested and have not completed London Transport's pre-qualification system for bus service tendering then you must do so by 28th June 1996 in order to receive invitations to tender for the above routes.

Pre-qualification documents are available by writing to:

Mr T Wynne
Buyer
London Transport Buses
172 Buckingham Palace Road
London SW1W 9TN
Telephone 0171 918 3812



**London Transport
Buses**

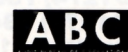
INVITING TENDERS?

If you want to ensure the bus and coach industry provides **YOUR COMPANY** with the most cost effective and competitive quotes, while providing the best possible service, Coach & Bus Week will:

- ★ Put your tender in front of over 6,700 Senior Management/Directors in the industry
- ★ Ensure you will receive the best selection of quotes available
- ★ Give the best chance of good quality response



**The ONLY Choice of tenders
To place your advertisement
or for further information
Please contact CBW on
01733 467144**



Coach and Bus Week ending 1 June 1996

Say you saw it in **CBW**

▼ Coach and Bus

DoT post for ex-LT md

Quarmby joins Central Transport Group Management Board

FORMER London Transport md **Dr David Quarmby** has been appointed a part-time member of the Department of Transport's Central Transport Group Management Board.

The Central Transport Group includes headquarters

by Frank Forster

staff who take the lead in advising ministers on transport policy and liaise with service providers to secure ministers' objectives. The group also includes the Traffic Area Offices.

Mr Quarmby was previously a main board director of J Sainsbury plc but was a board member for nine years at London Transport, where he worked from 1970 to 1984. For the last six years he was managing director, buses.



Andy Brown: rail clients

▼ Rail

Project director

ANDY Brown has joined specialist transport insurance and risk management consultants Jardine Trans Risk Services as project director responsible for advising operators on quality and safety management.

He joins Jardine's from South West Trains, where he was responsible to the board for safety, environmental and quality matters.

Mr Brown will be working closely with Jardine's rail clients, which include Great Western Trains, Gatwick Express and Midland Mainline.

▼ Coach and Bus

CPT position

THE Confederation of Passenger Transport (CPT) has appointed **Allan Edmondson** CPT South Wales Regional Secretary from 1 May following the retirement of **Brian Bowen** from the position. Mr Edmondson will continue to work on his current tourism portfolio in addition to the new duties.

▼ Bus and rail

Greengross to chair LRPC

A FORMER deputy traffic commissioner has become chairman of the London Regional Passengers Committee (LRPC). Transport Secretary **Sir George Young** has appointed **Sir Alan Greengross**, 67, for four years from 1 July on the retirement of present chairman, **Professor Eric Midwinter, OBE**.

Mr Greengross has been a

member of the LRPC since 1988. It was established under the London Regional Transport Act, 1984, to represent the interests of users of all LT services.

He is currently chairman of the Institute of Metropolitan Studies at University College, London. He was a deputy traffic commissioner from 1968-



Payment (please tick as appropriate)

Coach and Bus Week

	1 year	2 years	3 years
UK	£49.00	£88.00	£125.00
Eire/Europe 1 year	£92.00	Airmail 1 year	£124.00

Transit (Existing Coach and Bus Week Subscribers)

	1 year	2 years	3 years
UK	£72.00	£129.00	£183.00
Eire/Europe 1 year	£115.00	Airmail 1 year	£147.00

Coach and Bus Week and Transit (New Subscribers)

	1 year	2 years	3 years
UK	£121.00	£217.00	£308.00
Eire/Europe 1 year	£164.00	Airmail 1 year	£196.00

PLEASE ANSWER THE FOLLOWING QUESTIONS. YOUR COMPANY DETAILS

1. What is your primary job title?

(Tick one only)

- Owner/Director ☐ 01
 Senior/General Manager ☐ 02
 Engineering/Service Manager ☐ 03
 Other (please specify) ☐ 04

2. What is your company's main business function?

- Bus Operator ☐ 01
 Coach Operator ☐ 05
 Coach & Bus Operator ☐ 02
 Local Government ☐ 03
 Other (please specify) ☐ 04

3. How many vehicles does your company own/operate?

(Tick all that apply)

- | | Buses | Coaches |
|----------|-----------------------------|-----------------------------|
| 1-5 | ☐ 01 | ☐ 10 |
| 6-10 | ☐ 02 | ☐ 11 |
| 11-15 | ☐ 03 | ☐ 12 |
| 16-25 | ☐ 04 | ☐ 13 |
| 26-39 | ☐ 05 | ☐ 14 |
| 40-100 | ☐ 06 | ☐ 15 |
| 101-400 | ☐ 07 | ☐ 16 |
| 401-1000 | ☐ 08 | ☐ 17 |
| 1000 + | ☐ 09 | ☐ 18 |

4. Do you have responsibility for the recommendation/ purchase and/or specification of the following?

(Tick all that apply)

- | | Pur | Spec | Rec |
|--------------------------|-----------------------------|-----------------------------|-----------------------------|
| Vehicles | ☐ 01 | ☐ 12 | ☐ 23 |
| Parts/Spares | ☐ 02 | ☐ 13 | ☐ 24 |
| Oil/Fuel | ☐ 03 | ☐ 14 | ☐ 25 |
| Breakdown | ☐ 04 | ☐ 15 | ☐ 26 |
| Insurance/Finance | ☐ 05 | ☐ 16 | ☐ 27 |
| Fuel Cards | ☐ 06 | ☐ 17 | ☐ 28 |
| Training | ☐ 07 | ☐ 18 | ☐ 29 |
| Venue/Attraction Tickets | ☐ 08 | ☐ 19 | ☐ 30 |
| Ferry Crossing | ☐ 09 | ☐ 20 | ☐ 31 |
| Hotel Bookings | ☐ 10 | ☐ 21 | ☐ 32 |
| Theatre Tickets | ☐ 11 | ☐ 22 | ☐ 33 |
| Other (please specify) | ☐ 34 | | |

5. What type of work does your company undertake?

(Tick all that apply)

- Private Hire ☐ 01
 Day Excursions ☐ 02
 British Tours ☐ 03
 European Tours ☐ 04
 Local Government Contracts ☐ 05
 Emergency/Breakdown Services ☐ 06

By cheque: I enclose a cheque for £ made payable to
 EMAP Business Communications.

By credit card: I authorise you to debit my Mastercard/VISA/
 DinersClub/Amex card for the amount of £

Expiry date /

By invoice: Please invoice my company ☐

Card number:

Signed

Name

Job Title

Company

Address

Postcode Tel:

Return to: Kerry Young, *Coach and Bus Week*, Subscription Department,
 EMAP Automotive Ltd., Wentworth House, Wentworth Street,
 Peterborough PE1 1DS
 or phone 01733 467051 today

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